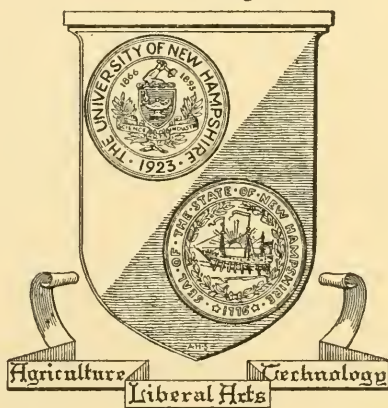




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STATE OF NEW HAMPSHIRE.

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REPORTS, 1911 - 1912.

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VOLUME IV.---BIENNIAL.

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CONCORD, N. H.  
1913.

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BOUND BY GEORGE G. NEAL, DOVER, N. H.

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REPORT OF THE STATE NORMAL SCHOOL.

REPORT OF THE AGRICULTURAL COLLEGE.

REPORT OF THE TRUSTEES OF THE STATE PRISON.





STATE OF NEW HAMPSHIRE

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THIRTY-SEVENTH ANNUAL REPORT

OF THE

COMMISSIONERS OF  
PHARMACY

FOR THE YEAR

1912

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## LETTER OF TRANSMITTAL

TO HIS EXCELLENCY, ROBERT P. BASS,  
Governor of New Hampshire,  
AND HONORABLE COUNCIL.

*Gentlemen:—*

In compliance with Chapter 135, General Statutes, relating to pharmacy and the sale of drugs and medicines, I have the honor to submit herewith the report of the Board of Pharmacy for the year 1912.

HERBERT E. RICE,  
*Secretary.*

## BOARD OF COMMISSIONERS

ALBERT S. WETHERELL.....	<i>President</i>
HERBERT E. RICE.....	<i>Secretary</i>
EUGENE SULLIVAN.....	<i>Auditor</i>

## REPORT OF COMMISSIONERS OF PHARMACY

CONCORD, N. H., December 1, 1912.

TO HIS EXCELLENCY, THE GOVERNOR  
AND HONORABLE COUNCIL:

Your commissioners have the honor to submit the thirty-seventh annual report of the Commission of Pharmacy and Practical Chemistry of the State of New Hampshire for the year ending October 24, 1912.

Regular monthly meetings have been held at the Pharmacy Board rooms in the State House on the fourth Wednesday of each month, except July and August. On July 20, the term of Dr. Edward H. Currier expired. His associate commissioners desire to express their sincere regret, and to record their estimation of his sterling work and ability. Doctor Currier has served the state with credit to himself and benefit to the cause of Pharmacy.

Mr. John H. Marshall, in the *Druggists' Circular* of October, 1912, says: "The retirement of Edward H. Currier, M.D., commissioner of pharmacy in New Hampshire, marks an era with the fraternity here. Doctor Currier has held this position for thirty years, having been first appointed to the office in July, 1882. It is believed this is the longest term of service as commissioner of pharmacy of any person in the United States, and remarkable as it may appear, Doctor Currier has been able to attend every meeting of the board, has never been absent at any meeting of said board during all this time. New Hampshire was the third State in the Union to enact a law regulating the sale of drugs and medicines: this was done in 1875. Doctor Currier became a member of the board of pharmacy in the early days of its existence, and his long continuance on the board is evidence of the confidence in which he is held by the pharmacists of his State.

"Equipped with a thorough knowledge of both the pro-

fessional and practical sides of the business, with its exacting duties, and blessed with a sense of right and justice, he has been able to discharge the official acts and duties with commendatory fairness and has made an enviable record.

"The pioneer laws of pharmacy, like the beginnings in other departments were more or less crude and experimental. In the early days very little compensation was received for manifold services rendered; opposition to legal restrictions was then manifested that, to-day, would appear strange. By trial the errors and needs in the law were made apparent, required changes were made, and amendments for improvement were enacted, which called for much work. Also there was unreasonable opposition to encounter. This appeared occasionally in projects and attempts at legislation inimical to the interests of the profession, which had to be met and defeated. Again, the law makes it the duty of the commission to enforce its provisions; and herein is required the exercise of sound judgment with fair and just decisions.

"During all these years Doctor Currier has taken a prominent part in the technical administration of the educational requirements, in the defence and preservation of standards, and in the enforcement of the law. He has visited, personally, nearly every drug store within the State in the discharge of his duties. It is difficult to comprehend the amount of work which the commission must perform incident to a conscientious discharge of duty. This work has been well done by the subject of this sketch with the co-operation of his associates.

"New Hampshire to-day has a pharmacy law as good for her present needs as that of any other State."

## EXAMINATIONS

Fifty applicants have taken the examination for registered pharmacists. Of these, the following met the requirements and have been granted certificates to practice Pharmacy:

John H. Greenaway, Dover.

Henry C. Dansereau, Nashua.

W. D. Pinkham, Allston, Mass.

Alexander N. Gakidis, Manchester.  
 Adrien Francœur, Nashua.  
 Charles R. Leckie, Manchester.  
 Lucien Bauman, Cambridge, Mass.  
 William Roody, Manchester.  
 Charles E. Hoey, Bethlehem.  
 Spyros Vamvas, Boston, Mass.  
 Samuel S. Lightbody, Rochester.  
 D. A. Brumund, Manchester.  
 Lee A. Hegerman, Worcester, Mass.  
 John M. Phipps, Greenville.  
 Joseph B. Flynn, Portsmouth.  
 Harry G. Webb, Derry.

Thirteen applicants have taken the examination for assistant pharmacist. Of these the following were successful:

Daniel E. Price, Manchester.  
 Louis F. Messier, Manchester.  
 Frank Withers, Woodsville.  
 Paul E. Hevey, Keene.  
 William E. Martin, Woodsville.  
 Clarence H. Wayne, Woodsville.  
 Alade O. Lamontagne, Sanbornville.  
 Philip J. Mellody, Manchester.  
 Jerry A. Donnelly, Manchester.  
 Charles Sherek, Manchester.  
 William E. Riney, Nashua.  
 Harry Shapiro, Portsmouth.

The examination for registered pharmacist, both written and oral, includes the following subjects, viz:

Chemistry, theoretical and practical pharmacy, botany, materia medica, therapeutics, toxicology and the identification of drugs. Percentage required 75 per cent.

## RECIPROCITY

The reciprocal exchange of certificates between New Hampshire and other states is being worked out satisfactorily. Reciprocal relations have been established with Maine, Vermont, Massachusetts and Connecticut. It is probable that the plan will be further extended.

Reciprocity certificates have been granted during the year to the following:

William Osborn, Jr., Danforth, Me.  
 Nathan P. Tobey, Portsmouth.  
 Adrien F. Ward, North Conway.  
 Walter H. Daniell, Boston, Mass.  
 Charles A. Glancy, Concord, Mass.  
 Buell M. Robb, Keene.

The Commission is somewhat handicapped in its work of extending reciprocal relations from the fact that we have no facilities for adding practical work to our examinations. It is hoped that in the near future the rooms at the State House may be equipped with the necessary apparatus and supplies, so that candidates may be given actual tests in compounding and dispensing medicines. The expense would not be heavy and the advantage gained would be great.

## ENFORCEMENT

Complaints have reached the board from different sections of the state that the Pharmacy laws were being ignored. These places, and others where conditions were not well known, have been visited by the commission. In some places matters were found to be in bad condition. These conditions have been remedied, temporarily at least, and it will probably not be necessary to take any further action.

The board has visited the following places in the discharge of its duty: Conway, Rochester, Littleton, Fabyans, Bethlehem, Gorham and Berlin.

His Excellency appointed Eugene Sullivan of Concord as commissioner, to date from July 20, 1912.

At a special meeting held at Concord, September 6, 1912, the board organized and elected Albert S. Wetherell, president; Herbert E. Rice, secretary; Eugene Sullivan, auditor.



## RULINGS OF THE COMMISSION

Apothecaries, druggists, and all persons engaged in the manufacture, compounding or selling of drugs, poisons or medicines are required to be extraordinarily skillful, and to use the highest degree of care known to practical men, to prevent injury from the use of such articles and compounds.

The Pharmacy law requires that every drug store in New Hampshire must be under the direct charge of a registered pharmacist of this state, and also requires that every person who sells drugs and medicines, or compounds or dispenses medicines shall be registered.

A registered assistant may sell drugs and medicines at any time under the direct supervision of a registered pharmacist, and he is the only person so privileged. A registered assistant has no right or authority to manage or conduct a pharmacy, either on his own account or for another. He may, however, act as clerk or salesman in a drug store or pharmacy, during the temporary absence of the owner or manager.

The Commission of Pharmacy construes the words temporary absence to mean while the registered pharmacist is gone to his meals or any like necessary duty, requiring no more time than is generally so consumed. Prolonged or unnecessary absence is not contemplated.

The registered assistant cannot take charge of a store for weeks at a time. It is the evident intention of the Pharmacy law to keep every drug store or pharmacy under the immediate charge or supervision of a registered pharmacist during all the times the drug store or pharmacy is open for business.

Any place where drugs and medicines are sold is a drug store within the law.

A practicing physician unregistered cannot keep a drug store or sell drugs or medicines which he has not prescribed.

The total average percentage to obtain registration is seventy-five per cent.

Graduates of Schools of Pharmacy will not be registered without examination.

Graduates of Schools of Medicines will not be registered without examination.

The Commissioners have officially sanctioned the sale of the following articles by unregistered persons, believing they are not included in the terms "Drugs and Medicines": Alum, ammonia, baking powder, benzine, borax, brimstone, blue vitriol, camphor, copperas, cream tartar, chloride of lime, flavoring extracts, glycerine, hellebore, insect powder, Iceland moss, Irish moss, indigo; oils—sweet, olive, machine, sperm, linseed, petroleum; potash, resin, saleratus, salsoda; seeds—flax, canary, anise, hemp, millet, coriander; spirits of turpentine; washing compounds.

## REGISTERED PHARMACISTS OF NEW HAMPSHIRE

This list contains the names of all pharmacists who have maintained their standing by registering for 1912 and 1913 according to law. The certificates of those who have not so registered have been suspended by the board:

Allen, W. A.	Butler, Harry C.
Allen, E. M.	Blaisdell, H. A.
Atwood, Elmer C.	Buckley, Daniel J.
Abbott, Walter H.	Brown, William H.
Amsden, George A.	Burbank, Walter H.
Aldrich, Ben. O.	Boire, Paul H.
Allen, Robert E.	Buxton, Harry B.
Adams, Orland C.	Bronson, Frank E.
Anderson, Henry W.	Babson, Waldo
Ahern, John H.	Bryan, Fred E.
Bell, S. Howard.	Bailey, Loren H.
Brooks, Hartley L.	Bates, Chester A.
Burbank, James O.	Belisle, Armand L.
Bean, Edwin C.	Baker, Frederick W.
Burnham, R. Dewitt	Brown, Arthur W.
Briggs, George A.	Barbour, George F.
Benson, Harry L.	Bartlett, Justin F.
Boardman, George W.	Brown, Charles C.
Bangs, Fred W.	Bowler, Michael J.
Bartlett, Charles	Brockway, Edward A.
Brown, Fred W.	Briggs, Robert P.
Barrett, Alonzo D.	Bixby, Joseph S.
Barrett, Ensign H.	Brumund, D. A.
Burque, Arthur O.	Berry, John R.
Bass, Clifford W.	Beaudry, John L.
Beauregard, Octave C.	Bauman, Lucian
Blonquist, Charles C.	Berry, George A.
Buck, Guy A.	Baril, John B.
Brandes, Frederick A.	Cate, Louis J.
Boutillier, Mederic U.	Clark, George H.

Campbell, Albert E.  
 Chipman, Walter A.  
 Coleman, Fred B.  
 Collins, C.M.  
 Cowan, Amos J.  
 Clough, Arthur F.  
 Cassidy, Joseph F.  
 Clark, Chester H.  
 Clark, Edward W.  
 Coburn, Adrian S.  
 Currier, Edw. H.  
 Currier, George W.  
 Carpenter, George W.  
 Clark, Arthur E.  
 Carpenter, Fred D.  
 Collins, George A.  
 Cournoyer, J. Arthur  
 Cromidas, Louis C.  
 Coburn, Everett R.  
 Callaghan, Percy J.  
 Cheever, John H.  
 Carpenter, Willard C.  
 Corner, William  
 Clough, Burton T.  
 Coburn, C. H.

Downing, L. B.  
 Davis, Arthur P.  
 Dolloff, Albert S.  
 Denoncour, A. J.  
 Dunnington, Herbert E.  
 Dennehan, John T.  
 Davis, Wilburt S.  
 Denning, Charles R.  
 Davis, Walter R.  
 Dunnington, Charles G.  
 Durgin, W. I.  
 Dow, James L.  
 Danforth, C. O.  
 Davis, C. F.

Duncan, George H.  
 Dickey, William F.  
 Dolloff, Clarence D.  
 Davidson, Frederick H.  
 Davis, Emily F.  
 Danforth, William James.  
 Daniels, Melvin E.  
 Day, Benjamin Rice  
 Dunlap, William H.  
 Davis, Harry G.  
 Dodge, N. C.  
 Dodge, Roy E.  
 Dansereau, Henry C.  
 Davis, A. I.

Eddy, C. L.  
 Eaton, Harry T.  
 Evans, Wilber J.  
 Engstrom, Ernest O.  
 Ellingwood, Edward  
 Ellis, Leon C.  
 Emerson, Eugene W.

Forbush, George L.  
 French, W. F.  
 Fall, Horace P.  
 Fitch, A. Perley  
 French, Frank R.  
 Forest, Ralph A.  
 Fiske, Virgil G.  
 Fowler, George H.  
 Field, Jessie W.  
 Foster, George A.  
 Farwell, H. E.  
 Fowler, Wynn H.  
 Foester, Charles Henry  
 Flynn, Joseph B.  
 Francoeur, Adrian  
 Foster, W. E.

- Gordon, George E.  
 Green, Benjamin  
 Grace, W. D.  
 Green, Frederick E.  
 Gilman, Lewis G.  
 Gray, Fred H.  
 Greer, Frank A.  
 Gilmore, George A.  
 Googins, George I.  
 Graves, Harry A.  
 Giguere, Oscar L.  
 Graves, Delfred R.  
 Gregoire, J. H.  
 Greer, Ernest E.  
 Glidden, H. B.  
 Grant, Victor A.  
 Gregory, Warren E.  
 Grimshaw, A. H.  
 Garland, Victor G.  
 Gorman, James B.  
 Gregoire, J. G. Emmaual  
 Galligan, Joseph T.  
 Green, Fred O.  
 Gile, Alton A.  
 Green, Henry L.  
 Gerrish, Samuel J., Jr.  
 Glancy, Charles A.  
 Greenaway, John H.  
 Gakidis, Alex N.  
  
 Hurd, Carlton  
 Hurd, John C.  
 Hodgkins, B. W.  
 Hayward, E. C.  
 Herrick, C. P.  
 Holland, John J.  
 Hancock, Elmer W.  
 Hagland, Ernest E.  
 Hopkins, Frank C.  
 Hoyt, J. I.  
  
 Higgins, George  
 Hayes, Warner  
 Hanscom, Jessie Littlefield  
 Hayes, H. T.  
 Hoyt, Alfred S.  
 Hall, Lewis H.  
 Hutchins, John C.  
 Hallisey, Jeremiah J.  
 Hussey, Harry Leon  
 Hayes, Albion E.  
 Head, Natt  
 Hatch, Fred B.  
 Hatch, Elwin F.  
 Hegerman, Lee A.  
 Hoey, Charles E.  
  
 Johnson, Herbert B.  
 James, Frank A.  
 James, Louis G.  
 Jones, Fred H.  
  
 Kelley, John R.  
 Knowlton, George H.  
 Kelley, Frank J.  
 Kerwin, James J.  
 Kennard, B. F.  
 Knight, Joseph E.  
 Kincaid, F. N.  
 Kempl, George R.  
 Kilton, Jay W.  
 Kelley, Park H.  
  
 Larose, Lewis E.  
 Lussier, Victor  
 Lane, E. M.  
 Lowe, Joseph H.  
 Lowe, Michael  
 Libbey, Norman E.  
 Leekie, Robert A.  
 Lovering, Walter A.

- Little, William O. B.  
 Labombarde, William C.  
 Lord, George W.  
 Lyford, Earl H.  
 Lovely, Fred S.  
 Lord, L. W.  
 Lewis, Frank B.  
 Littlefield, Chauncy B.  
 Leonard, Willard C.  
 Lynch, John P.  
 Littlefield, Eugene R.  
 Lussier, Arthur C.  
 Leavitt, David O.  
 Lamprey, Prescott C.  
 Lewis, Harry A.  
 Lemaitre, G. L.  
 Larkin, William E.  
 Lewis, Fred S.  
 Lightbody, Samuel S.  
 Leckie, Charles R.  
  
 Marshall, J. Albert  
 Merrill, Lewis P.  
 Morrison, C. W.  
 McLaughlin, Melvin R.  
 McNamara, Frank P.  
 McDonough, Hugh F.  
 Mertsch, Otto F.  
 Mann, Ezra B.  
 Mallard, George F.  
 Morse, Charles Milan  
 McNeil, Charles Allen  
 Marshall, John H.  
 McFadden, Harry Clifton  
 McCrillis, William G.  
 McCrillis, Ernest J.  
 Martel, Charles C.  
 Mann, Ira W.  
 Marston, H. C.  
 Mitchell, Walter B.  
  
 Murray, Nelson  
 Murdock, William R.  
 Miville, Francis C.  
 Moxley, Roland R.  
 Murphy, Matthew E.  
 Martin, Lucien J.  
 Moore, John Clifford  
 Miville, Emily D.  
 Mathes, J. M.  
 McCormick, Peter J.  
 Morgan, Clarence A.  
 Marden, Clarence S.  
 Mann, Mark S.  
 McGrail, Thomas H.  
 Morin, John B.  
 Monette, Ernest R.  
 McDonough, J. E.  
 Mahan, Clarence W.  
 Marcy, Ernest H.  
 McField, Edwin S., Jr.  
 Mullen, Miles  
 Marcou, Louis P.  
  
 Norton, William M.  
 Newman, Charles T.  
 Noyes, Jessie R.  
 Noury, Sabin  
 Nutter, George W.  
 Nourse, George D.  
 Noyes, Ernest L.  
 Nelson, Edward L.  
 Noyes, George D.  
 Newton, Lyle N.  
  
 Orcutt, Willard V.  
 Osborne, William, Jr.  
  
 Proctor, E. H.  
 Pope, Frederick C.  
 Porter, Bert P.

- |                       |                          |
|-----------------------|--------------------------|
| Putnam, Robert J.     | Reed, Frank H.           |
| Putnam, Ernest L.     | Royder, Albert C.        |
| Prinee, Henry W.      | Roy, Arthur J.           |
| Perley, I. N.         | Roberts, W. W.           |
| Perreault, August F.  | Roody, William           |
| Peaslee, J. C.        | Robb, Buell M.           |
| Parr, Joseph A.       |                          |
| Poehlman, Herman G.   | Shedd, Charles Gale      |
| Precourt, Archie F.   | Spillane, George F.      |
| Potvin, Moise         | Simes, John B.           |
| Preseott, Herbert A.  | Smith, Dante             |
| Parent, Wilfred J.    | St. Onge, Arthur         |
| Provencher, Zephirin  | Simmons, Frank           |
| Plaisted, John F.     | Shaw, George W.          |
| Plummer, F. Ernest    | Smith, Newton W.         |
| Peavey, Aldana        | Simpson, H. L.           |
| Price, Samuel J.      | Soule, G. Fred           |
| Parrott, Frank A.     | Shurtleff, Lyman O.      |
| Porter, Fred C.       | Stimson, Alfred B.       |
| Pike, Charles E.      | Sanborn, Roy W.          |
| Perry, Charles S.     | Stone, George C.         |
| Philbrick, Goodwin E. | Sweeney, Patrick A.      |
| Picard, P. Ernest     | Seifert, Albert H.       |
| Plummer, Dallas R.    | Smith, A. D.             |
| Precourt, Albert J.   | Sanborn, Everett P.      |
| Place, Alvah N.       | Spence, Frank C.         |
| Palmer, George S.     | Sleeper, Ned F.          |
| Plüpps, John M.       | Story, James H.          |
| Porter, Harry M.      | Seward, William H.       |
| Porter, Albert E.     | Smith, Henry P.          |
| Pinkham, W. D.        | Sullivan, Daniel A.      |
| Prevay, Irving A.     | Sullivan, Eugene         |
|                       | Stickney, Deane R.       |
| Quimby, George A.     | Sherry, George H.        |
|                       | Sanderson, William S. P. |
| Robbins, E. H.        | Silver, C. E., Jr.       |
| Rydin, Carl E.        | Small, Walter L.         |
| Rice, Herbert E.      | Sanborn, Herbert S.      |
| Richardson, George H. | Seannell, W. P.          |
| Rockwood, Paul Vose   | Smith, Irving W.         |

Snell, Timothy H.  
 Sullivan, Daniel W., Jr.  
 Spofford, Charles B.  
 Sternbloom, Alfred W.  
 Smith, Charles N.  
 Stickney, Walter N.  
 Smith, J. Brodie  
 Sumner, O. F.  
 Sargent, Earl L.

Twitchell, Orvis A.  
 Tufts, A. G.  
 Trafton, L. B.  
 Turcotte, John H.  
 Tufts, C. D.  
 Triggett, George  
 Tyler, George G.  
 Taylor, C. William, Jr.  
 Taylor, Herbert L.  
 Tilton, Fred W.  
 Trasher, Manton James  
 Thurston, F. H.  
 Tasker, Elmer H.  
 Tobey, Nathan P.

Underhill, Wm. P.

Varney, Thomas E.  
 Varney, Cyrus R.  
 Varney, George E.  
 Vickery, William H.  
 Vickery, John S.  
 Vittum, Albert W.  
 Vamvas, Spyros

Wetherell, Albert S.  
 Whitney, Walter N.  
 White, John S.  
 Wingate, Frank H.  
 Whitman, Nelson S.  
 Wallace, A. E.  
 Wheeler, Leon H.  
 Winn, Frank G.  
 Weeks, Bert M.  
 Weeks, Brackett B.  
 Weeks, Albert J.  
 Whiting, Carl J.  
 Woodman, D. C.  
 Woodward, Edgar S.  
 Walsh, Emmett R.  
 Whitten, Harry A.  
 Whitten, Fred S.  
 Wilder, George P.  
 Woodman, Herbert C.  
 Watson, Charles C.  
 Wingate, Frank Homer  
 Whiting, Frank H.  
 Wadleigh, Edwin R.  
 Warren, Harley D.  
 Willey, James Herbert  
 Webb, Harry Guy  
 Wadleigh, Fred R.  
 Ward, Adrian T.

Young, Payton T.  
 York, Charles L.

Zickendrath, Henry







SECOND REPORT  
OF THE  
PUBLIC SERVICE COMMISSION  
OF  
NEW HAMPSHIRE

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FOR THE PERIOD ENDING AUGUST 31, 1912

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*VOLUME II*

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COMMISSIONERS

EDWARD C. NILES, *Chairman*.....Concord, N. H.  
JOHN E. BENTON, *Clerk* .....Concord, N. H.  
THOMAS W. D. WORTHEN .....Concord, N. H.

---

FREDERICK E. WEBSTER, *Assistant Clerk*...Concord, N. H.  
JOHN W. STORRS, *Chief Inspector*.....Concord, N. H.



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PART I.

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REPORT OF COMMISSIONERS.



# STATE OF NEW HAMPSHIRE.

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*To the Honorable Senate and House of Representatives:*

The Public Service Commissioners respectfully submit the following report for the period ending August 31, 1912.

This report, with the accompanying statistics, forms the second volume of the biennial report required by law to be made.

We have during the past year devoted a great deal of time to the investigation of railroad rates ordered by the legislature of 1911. Since early in the summer this investigation has practically excluded consideration of all other matters, with the result that action has necessarily been deferred on a considerable number of important petitions until after December 1, when the rate report is to be filed. This congestion of work has also made it impossible for us to make such study as we would have desired of the reports of the various classes of utilities under our jurisdiction.

When the act creating this commission was under consideration in the legislature, it was estimated that the commissioners would be obliged to devote one third to one half of their time to their official duties. The work of the commission has, in fact, taken very nearly all of our time since we assumed office; and if our duties are properly performed, in such manner as to be of the greatest possible benefit to the state, we see no prospect of any substantial change in this respect, even with the rate investigation disposed of.

## RAILROADS.

### INSPECTION.

The Public Service Act authorizes the commission to require the use of a special train for an inspection of all the

railroads in the state once annually. We have regarded this portion of the act as permissive rather than compulsory, and we have not deemed it for the interest of the state to make a formal inspection of all the roads in the manner heretofore practised. We have, as a matter of fact, traveled over the greater part of the railroad systems of the state during the past year. But we believe that the system of railroad inspection which consists merely in traveling over railroad lines in a private car, occasionally getting out to make a perfunctory inspection of a station carefully prepared in advance for that inspection, is of no substantial benefit to the public, a waste of the commissioners' time, and a needless expense to the railroad. Instead of this nominal inspection, we are endeavoring, through our engineer, to collect and have readily accessible in our office data which will furnish full information as to the condition of the railroads of the state in every important particular. Of this we will speak more in detail later in this report.

#### EXTENSIONS.

An extension of the Connecticut River Railroad from a point in Hinsdale, opposite South Vernon, to Brattleboro, has been authorized and construction is now nearly completed.

The Concord & Montreal Railroad has been authorized to construct a line, to be operated by electricity, from the base to the summit of Mount Washington, together with a hotel and other necessary buildings on the summit.

Permission was asked by the Sullivan County Railroad to extend its lines from a point in the town of Cornish, near the Windsor Bridge, through the towns of Cornish and Plainfield to the line of the Northern Railroad in Lebanon. On this petition extended hearings were had during the summer at Cornish and in Concord. On November 8 we were notified by counsel for the Sullivan County Railroad that they desired to withdraw the petition, and it was accordingly marked "Dismissed without prejudice."

## IMPROVEMENTS.

Substantial and important improvements have been made in the physical structure and equipment of the Boston & Maine system in this state during the past year. Heavier rails have been laid on long stretches of track, new and larger ties have been laid, steel bridges have in many places replaced old wooden structures, repair shops have been extended and the force of workmen increased, large sections of the line have been double-tracked, a very considerable extension of the block signal system has been made, and a large amount of new equipment,—locomotives, and freight and passenger cars,—has been purchased. Further improvements of the same nature and in the line of extension of yard facilities, elimination of grades, and the construction of larger engine houses and turntables, are already under way or about to be begun.

## ACCIDENTS.

Fatal accidents on the railroads in this state have been unusually numerous during the past year, especially accidents on highway crossings and those due to trespassing on the railroad tracks. At times we feel serious doubt as to the usefulness of the present methods of investigation of railroad accidents. We have made inquiry as to the methods used elsewhere, and hope to devise a better system.

As a result of the investigation of a wreck occurring at Hampstead in the fall of 1911, it developed that there was no adequate instruction given to trainmen with regard to the quite substantial changes in operating rules made in recent years, and that there was no such uniformity in the forms of train orders used by dispatchers as due regard for safety seemed to us to require. An order was accordingly made that the Boston & Maine Railroad inaugurate an effective system to remedy these defects. We have been notified that in compliance with our order a traveling dispatcher is to be appointed who will go about from station to station, holding

schools of instruction for trainmen, and examining in detail the work in the several despatchers' offices with a view to securing uniformity in train despatching methods over the entire system. A revision of the operating rules is now in progress, and the appointment of the traveling despatcher has been postponed, with our consent, until the revised rules go into effect.

Railway accidents are the despair of all commissions who have attempted to lessen their number. They will always continue so long as grade crossings exist and so long as railroads are generally used as public highways by foot passengers. Of the former fruitful cause of accidents we will have more to say later in this report. As to the latter cause, the only remedy is an educated public sentiment which will regard trespassing on a railroad as a crime and will sustain the legal authorities in the prosecution of offenders. It seems to be the general opinion of commissions throughout the country that public sentiment has not yet reached this point.

Tramps also furnish a large number of fatalities, and the extent to which they travel from place to place on freight trains constitutes not only a notorious violation of law, and a fraud on and a nuisance to the railroads, but a menace to the safety of all communities through which the railroads run. In our opinion much good would be accomplished by a stringent enforcement of our admirable tramp law, instead of turning our police stations into free lodging places for these most undesirable citizens.

The protection of grade crossings is a matter to which commissions everywhere are giving most anxious thought. No form of protection is always or everywhere effective. Flagmen fail in attention, or travelers push ahead in disregard of their warnings. In a recent case in this state, a flagman attempting to prevent a traveler from driving on the tracks in spite of his warnings, was himself thrown against a passing train and seriously injured. Children and even adults creep under gates and attempt to cross tracks in front

of moving trains. Automobiles drive directly through closed gates, or persons attempting to get by before gates are closed are caught and injured by the falling gate. The alarm of automatic gongs is drowned by the noise of the approaching train or not heard by persons riding in a noisy automobile. The gongs installed experimentally on the Berlin Mills Branch crossings in Berlin have not proved efficient, and better protection must be afforded at these exceptionally dangerous crossings. In some other places, however, on straight stretches of track, gongs should afford sufficient warning.

Another source of danger lies in the protection of crossings by gates on week days, leaving them unprotected on Sunday. The raised gates give to persons acquainted with the crossing on week days a false assurance of safety. One serious accident in this state was undoubtedly due to this cause. With the cheerful coöperation of the railroad, and without the need of any formal order on our part, this condition has been remedied on those crossings on which there seems to be any substantial amount of Sunday travel.

Our engineer is making a detailed study of highway crossings in this state, and when sufficient information has been obtained we intend to order protection at such crossings as are exceptionally dangerous without waiting to have the need of protection called to our attention by a fatal accident.

## PUBLIC UTILITIES.

There are in all two hundred and forty-two public utilities, other than railroads, under our jurisdiction, none of which were subject to regulation before the creation of this commission.

### WATER COMPANIES.

Eighty-five water companies, with one supplying both electricity and water, are subject to the act. We have no jurisdiction over municipal water supplies.

Few cases relating to water companies have come before us. A complaint of inadequate service by the Berlin Water

Company to consumers dwelling on the Berlin Heights was remedied by the voluntary action of the company in installing additional pumping facilities. The complaint of citizens of Hudson against the Hudson Water Company, based on inadequate service and poor quality of water, after an extended hearing was apparently adjusted by agreement, but at the date of making this report further hearing is asked for. A number of minor complaints as to rates and service have been adjusted without formal hearing or order.

#### ELECTRIC COMPANIES.

Sixty-seven electric companies are subject to the act, together with one furnishing electricity and water, and five furnishing electricity and gas. There has been a large extension of electric service during the past year, especially in the southwestern part of the state, due largely to the development of the power on the Connecticut River at Hinsdale. The questions with which we have had to deal as to this class of utilities have been those of the formation of new companies, the extension of service into towns not hitherto served, the location of lines, with assessment of land damages, and questions of capitalization of new companies or increased capitalization of existing companies.

#### TELEPHONE COMPANIES.

Sixty-four telephone companies are subject to the act. Several consolidations of independent with Bell companies have taken place, and the capital necessary to take care of the newly acquired properties, and of extensions, has been authorized. A complaint as to service and rates by the City of Berlin and some of its residents against the Coös Telephone Company is now pending. Minor complaints as to service have been investigated and adjusted without formal hearing or order.

#### GAS COMPANIES.

Ten gas companies, and five furnishing both gas and electricity, are subject to the act, all of them being situated in



the southern part of the state. Of these, three make acetylene gas and the others coal or water gas.

A complaint was filed by citizens of Somersworth against the Great Falls Gas Light Company, charging that the quality of gas furnished by that company was inferior and the price excessive. The Strafford-York Gas Company answered the complaint, having purchased and consolidated the plants of the Great Falls company and the Rochester company. Feeling that it was desirable to learn something as to the true situation with regard to the quality of gas, we employed an expert to make the necessary tests. For these tests delicate and expensive apparatus is required. The Massachusetts Gas and Electric Light Commission kindly loaned us the apparatus used by them, and our expert made tests of the quality of gas in the twelve places manufacturing coal or water gas. These tests showed that the gas furnished in Somersworth and Rochester was far below any reasonable standard. The result of the tests being communicated to the Strafford-York company, they notified us that they were about to construct an entirely new plant to supply gas to both cities, and they also reduced the price in Somersworth from \$2.50 with a discount of twenty-five cents for prompt payment, to \$1.60 with a discount of ten cents. This result being satisfactory to the petitioners, no further action has been taken on the petition.

The results of the tests in other cities showed that the quality was generally above the standard required in Massachusetts, though only two of the twelve were up to the New York standard. Most of the companies in this state have no adequate testing apparatus, and those whose officers were notified that their gas was below standard were very much surprised, and assured our inspector that they were grateful for the information and would at once take steps to improve the quality of their product.

In our judgment, there ought to be periodic tests at reasonable intervals to make sure that the gas supplied throughout the state is up to the standard. The necessary apparatus would cost between \$400 and \$500 if the illuminating

power of the gas is to be regarded as the measure of its quality. The apparatus for determining the heating power of gas is less expensive, but the tests are more delicate and would require more time. Mr. Carl A. Hall of Concord, who made the tests for us, has offered to purchase the necessary apparatus at his own expense and make the required tests at suitable intervals, at a very reasonable charge. If we were assured of sufficient funds we would employ him upon the terms suggested, and we would have had the tests made periodically during the past year had we been sure that the funds at our disposal would be sufficient.

The true basis for fixing the reasonable standard of the quality of gas is a matter of considerable doubt. By statute in Massachusetts the legal standard is sixteen candle-power for all gas. The standard has been fixed by the commission in the Second District of New York at sixteen candle-power for coal gas, eighteen for mixed coal and water, and twenty for water gas. The Wisconsin commission bases the standard, however, not on illuminating power, but on heat units, heat being the important consideration not only in cooking but in illuminating by the use of the incandescent mantle. Probably the value of ninety per cent of the gas consumed in New Hampshire depends not upon its illuminating but upon its heating qualities. Extensive experiments have been under way, under the direction of the New York commission, for the past four years, to determine the true relation between the illuminating and heating power of gas. These experiments are not yet completed, but it seems to be well established that coal gas which is of a reasonable grade of illuminating power is also of a fair standard of heating power. On the other hand, water gas is artificially charged with illuminants, having no illuminating power in itself, and the addition of these illuminants does not increase but rather seems actually to impair its value for heating purposes. It is probable that the next report of the New York commission, soon to be published, will give conclusions on this matter

which can safely be adopted in establishing a standard in this state.

The difference between gas of standard and of inferior quality is well illustrated by the situation in Somersworth and Rochester. If, when the new plant is completed and in operation, gas of twenty candle-power or more is furnished, as it ought to be, even if the price remained the same the consumer in Somersworth would be getting fifty per cent more illumination for the same money, and in Rochester very nearly one hundred per cent more. The result is precisely the same as though he were able to purchase a barrel and a half or two barrels of flour for the former price of one barrel. And at the same time, in Somersworth the consumer is paying only two-thirds the price which he formerly paid, and in Rochester there has been a reduction of five cents. Formerly a thousand feet of gas for illuminating purposes cost \$2.25 net in Somersworth. Now the same sum purchases 1,500 feet, which has presumably an illuminating quality equal to 2,250 feet of the gas formerly furnished. The Somersworth consumer is therefore getting about two and one-fourth times as much illumination for his money as he previously received. And because of the much lower quality of gas formerly furnished in Rochester, the Rochester consumer is making very nearly as great a gain.

It is probable that the direct, permanent, annual pecuniary gain to the takers of gas in Somersworth and Rochester, because of the changed conditions, more than equals the entire additional annual cost to the state of this commission over the cost of the late Railroad Commission, which had no jurisdiction over gas companies or other public utilities. And this is only one of numerous cases in which the existence of a power to regulate, hitherto non-existent, has seemingly resulted in improved conditions of rates and service without any actual exercise of the regulating power.

Complaint was made to the commission by the City Council of Concord that the price charged for gas by the Concord

Light & Power Company was excessive. A conference was had with representatives of the gas company and of the city to determine the course which the investigation should take. The parties were informed that the commission would employ an expert to make a valuation of the company's assets, and the city might also employ experts on its own account if it so desired, but that the commission was in any event prepared to make the required investigation with or without the assistance of the city. The commission's expert having begun his examination of the company's affairs, the company made an offer to reduce the price of gas from \$1.25 to \$1.20 per thousand, which offer was accepted by the city, and the petition was dismissed at the city's request. This settlement effected a reduction of about \$3,000 in the annual gas bills of the residents of Concord.

In this case also no decision by the commission was required. In neither case was there any tribunal to which appeal could have been taken before the formation of this commission.

In another direction, in connection with gas companies, there is a large opportunity for useful service by this commission. The inspection of gas meters forms an important part of the work of the Massachusetts Gas and Electric Light Commission, four inspectors being continually employed. The results of the inspection in that state show very clearly that inspection is needed, and it is not probable that the meters in New Hampshire are better than in Massachusetts. The possibilities of saving in bills of gas consumers by an efficient meter inspection in this state must be considerable. A single inspector could well do all the work in New Hampshire, and it could hardly occupy all or even the larger part of his time.

In Massachusetts the expense of meter inspection is much more than defrayed by the small fees charged the companies. A like system might advantageously be adopted in this state. If sufficient funds are furnished we will attempt to develop a

thorough system of gas meter inspection at small expense, or at the expense of the companies inspected, as the legislature may determine.

#### FERRIES.

A single ferry has been found subject to the jurisdiction of this commission. The tolls taken are inconsequential, and we very much doubt the desirability of treating this ferry as a public utility subject to our supervision and regulation.

#### TOLL BRIDGES.

Only three toll bridges lie wholly within the state. The others, being interstate bridges, are not subject to our jurisdiction so far as the regulation of their tolls is concerned. However, as to such part of them as lies within the state, being practically the entire structure in the case of bridges on the Connecticut River, it seems clear that we have jurisdiction to require that they be kept in a safe condition for travel, and we have taken means to assure ourselves on this point, a more full account of which will be given in our report on the work of our engineer.

#### REPORTS AND ACCOUNTS.

The preparation of forms for the annual reports of the various classes of public utilities was a task requiring a great deal of thought and diligence. It was important that they be sufficiently full to show the essential facts in regard to each company, and yet it was desired to make them so simple that the preparation of the report and the keeping of the necessary accounts should not be unduly burdensome to the many small companies under our jurisdiction. We believe that the forms provided will answer their purpose, and that the information which the companies are obliged to acquire concerning their own condition in order to report intelligently, will be of the greatest benefit to them. In this first year it was only natural that companies which had kept

the most meager accounts, sometimes merely an account of cash received and expended, should experience great difficulty in preparing their reports, and our assistant clerk has devoted much of his time in the past months to conferences with the officers of various utilities, explaining to them the meaning and purposes of the various items in the forms, and frequently largely preparing their reports for them. The information which is required in the reports is information which the utilities ought to have for their own use, and, by a comparative study of the reports of other like companies, they ought often to be able to effect a great improvement in their own business methods. A proper system of accounting is essential to the successful conduct of any considerable business enterprise; and it is a matter of common experience that the improvements in accounting methods enforced by commissions in other states have worked great improvements in the financial condition of the utilities under their supervision. We hope ourselves to be able, with the rate investigation disposed of, to devote some time to the comparison of the reports, with a view to pointing out methods by which some of the less successfully operated companies may benefit by the example of their more prosperous neighbors.

#### RATES.

All public utilities are by law required to file with the commission and to print and keep open to public inspection complete schedules of their rates. As soon as possible after getting a fairly complete list of the various utilities in the state subject to the act,—in itself no small task,—circulars were sent out calling their attention to the law, and requiring them to file their schedules. Later they were instructed as to the manner in which the schedules should be kept open to public inspection. This latter order required that the schedules so posted should contain a statement of all special contracts at less than the regular rates. It developed that there were a great many such special contracts; and the



requirement that public notice of them should be given resulted in the cancellation of many of them before the date fixed for posting the schedules.

Great discrepancies appear in the rates charged for like service in different parts of the state. A comparison of these rates should result in the gradual adoption of a reasonable and more approximately uniform scale of charges throughout the state.

### RAILROAD INSPECTION.

The commission was very fortunate in being able to secure the services of John W. Storrs of Concord to act as its engineer and organize its system of railroad inspection. Mr. Storrs was for many years in the engineering department of the Boston & Maine Railroad, and is thoroughly qualified as an expert in all matters of station, track and bridge construction.

During the past year he has traveled over practically all the steam and electric roads in the state. He has inspected in detail over one hundred stations, suggesting many changes and improvements, practically all of which have been made. A complete card index is being prepared, showing in detail the nature and condition of every station.

In five cases passenger cars,—four of them belonging to foreign roads, but running through the state,—have been reported unfit for use, and better cars have been substituted.

The condition of passenger cars as to temperature, ventilation, the supply of water and individual drinking cups, and other minor details, have been observed, and defects called to the attention of the railroad officials or employees.

A system has been put in operation by which our office receives prompt notice of fatal accidents, and immediate notice is given by telegraph or telephone of all collisions and derailments, at whatever hour of the day or night, in order that investigation may be made at once, if deemed important.

Many miles of track have been minutely inspected as to condition of road-bed, ties, rails, frogs, switches, etc., and the

results recorded. There are on file in this office charts of all steam railroads in the state, showing kind and size of rail, quality of ballast, and other conditions.

Numerous bridges on both steam railroads and electric railways have been carefully inspected. Some have been reported as not being in safe condition for travel. All such bridges have been or are now being repaired, strengthened, or replaced with new bridges.

All steam railroads and electric railways have been required to file complete plans of all their bridges, including highway bridges over which electric railways run. These plans are being figured in detail to determine the strength of the bridges and their ability to support the strain to which they are subjected. Judging not only from the experience of the Massachusetts commission, which has a like system, but from our own experience in this short time, we are confident that this work of bridge inspection will be of great value to the state.

The toll bridges under our jurisdiction have also been inspected, and their plans are likewise on file.

We are now in process of securing a complete list of all railroad crossings in the state, with detailed information, in the case of unprotected grade crossings, as to the nature of the approaches, surroundings, obstructions to view, and other important conditions.

Mr. Storrs has investigated twenty-five fatal accidents on the spot, soon after their occurrence, securing information of great value to us in our later formal investigations.

He has also investigated a number of informal complaints as to the service of water companies, telephone service, condition of highway crossings, overpasses and underpasses, annoyance caused by smoke from locomotives, train connections, and other matters, making recommendations which have almost uniformly been adopted.

In addition to all this, he has been of the greatest assistance to us in a great variety of matters in which we have needed expert advice on complicated engineering problems.



His work has already outgrown our office accommodations, and he has been assigned an office on the first floor of the state house, which is being fitted up with filing cases to contain in readily accessible form the very valuable information now being collected.

There is a field for much wider activities in the line of railroad inspection than we have yet undertaken. In the neighboring state of Massachusetts ten inspectors are continuously employed,—one of them, for instance, devoting himself entirely to the inspection of locomotives. If we were able to employ two competent men to act as inspectors under Mr. Storrs' direction, we are confident that we could keep them actively and usefully employed. They would have to be competent men. Inspectors inferior in ability and knowledge of their business to the men whose work they are supervising, would be worse than useless. If, however, a sufficient appropriation were made, we believe that we could find the right kind of men.

As an instance of the effects of efficient inspection, we would call attention to the matter of protection against forest fires. All the locomotives on the Boston & Maine system are now equipped with the best known form of screens to prevent the escape of sparks from the smoke stack and of coals from the ashpan. But it is found that these screens are continually getting out of repair, not only from the wear and tear of usage, but from the action of employees who are impatient because they seem to choke the draft or interfere with work about the ashpan. In view of the great destruction wrought in this state by fires from locomotives, too much attention cannot be given to this matter.

Experience has shown that in this and numerous other points an intelligent inspection brings to light defects which would otherwise be left unremedied. We would be glad to initiate such a system of inspection in this state. And we certainly would not continue it in operation one moment after we were convinced that it was not producing results that were really worth while.

## EXPENSES OF THE COMMISSION.

The following is a statement of the expenditures made during the year ending August 31, 1912, on account of the work of the commission, apart from the railroad rate investigation, which was covered by a special appropriation.

*Salaries of Commissioners.*

Appropriation, .....	\$12,000.00	
Expended, .....	\$9,700.00	9,700.00
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Balance unexpended, .....	\$2,300.00	

*Experts, Clerks and Assistants.*

Appropriation, .....	\$7,500.00	
Salaries, .....	\$3,742.50	
Miscellaneous assistance, .....	357.19	
Subsistence, .....	83.07	
Transportation, .....	69.43	
Livery, .....	1.50	
Telephone, .....	1.00	
Office supplies, .....	2.10	
Miscellaneous expenses, .....	.90	
Alton D. Adams, services and ex- penses as expert, .....	619.45	4,877.14
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Balance unexpended, .....	\$2,622.86	

*Expenses of Commissioners.*

Appropriation, .....	\$1,000.00	
Transportation, .....	\$150.56	
Subsistence, .....	161.45	
Livery, .....	23.20	
Miscellaneous expenses, .....	2.75	
Telephone, .....	2.00	339.96
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Balance unexpended, .....	\$660.04	

*Incidentals.*

Appropriation, .....		\$3,000.00
Office supplies, .....	\$623.52	
Express, .....	15.96	
Trucking, .....	56.07	
Telephone, .....	54.04	
Postage, .....	221.26	
Lighting fixtures, .....	44.15	
Paper stock, .....	312.58	
Miscellaneous services, .....	15.73	
Rumford Printing Company, .....	1,488.65	
Miscellaneous printing, .....	104.58	2,936.54
		<hr/>
Balance unexpended, .....		\$63.46
Total expenses of the commission, .....		17,853.64
Balance of appropriation unexpended, .....		5,646.36
		<hr/>
Total appropriation, .....		\$23,500.00

The unexpended balance of the appropriation for salaries of the commissioners is due to the fact that in the last day of the legislative session, after the general appropriation bills had been passed, the Public Service Act was amended by reducing the salaries theretofore fixed. For the unexpended balance of \$2,300 on this appropriation the commission is, therefore, not responsible.

The act provides that the commission may expend not exceeding \$4,000 annually, and with the approval of the governor and council such further sums as may be necessary, in employing stenographers, experts, accountants and others whose assistance it may require. The legislature appropriated for this purpose \$7,500, and the governor and council authorized the expenditure of the amount appropriated. We were desirous of employing one or more inspectors to assist Mr. Storrs. But the possibility that it might become necessary in rate or capitalization cases to employ experts to make physical valuations compelled us to keep on hand a substantial

part of our appropriation to meet such an emergency. If, for instance, the Somersworth and Concord gas cases had been carried to completion the expense of the valuation indispensable in such cases would have well nigh exhausted the appropriation.

Of the \$3,000 appropriated for incidentals, the printing and binding of the first volume of our reports cost \$1,572.12. This item will necessarily be considerably larger for the second volume, and all subsequent volumes, which will include the returns of two hundred and forty-two public utilities not heretofore reporting.

### ESTIMATED FUTURE EXPENSES.

The amount which should be appropriated to carry on the work of the commission for the next two years depends upon various contingencies, and especially upon the extent to which the legislature sees fit to enlarge the scope of the commission's activities. Assuming that there is no enlargement in the working force employed by the commission, the expenses for each of the next two years must necessarily be somewhat larger than during the past year.

The additional expense of printing the report of the commission, which will hereafter, as already noted, include the returns of two hundred forty-two utilities not included in our first report, will be not less than eight hundred to one thousand dollars annually,—perhaps more. An analysis of the expenditures under the appropriation of \$3,000 for incidentals shows no items in which a substantial decrease can by any possibility be effected. An annual allowance of \$5,000 for incidentals would pretty certainly take care of all necessary expenses and probably leave a moderate balance.

Of the appropriation of \$1,000 for expenses of commissioners a balance of \$660.04 remained unexpended at the end of the year. This is due to the fact that the attorney-general ruled that the railroads were by law obliged to transport the members of the commission free when traveling on their

official business. The amount expended represents charges for transportation on interstate journeys, and the subsistence of the commissioners when away from Concord on their official work. The members of the commission not residing in Concord are not allowed their subsistence while at the capital in the performance of their official duties. Should the legislature decide that it is better to repeal the provision of the law compelling the free transportation of members of the commission, and should it further decide not to contract with the railroad for the transportation of state officers at less than the regular rate for transportation, the appropriation of \$1,000 for the expenses of commissioners will be none too large.

While of the appropriation of \$7,500 for experts, clerks and assistants, a balance of \$2,622.86 was unexpended, the figures on this appropriation, however, do not represent quite the normal amount with the commission's present force, as some of its employees did not begin their work until a month or more after the beginning of the year, and the salaries were not all adjusted on a permanent basis until later in the year. The salaries of the present office force as now adjusted will amount to \$4,920 annually. In addition to this it is frequently necessary to employ a stenographer for hearings at a distance from the office, and additional assistance in the office when there is an extraordinary press of work, and this appropriation must also take care of the traveling expenses of the commission's employees. The large indeterminate item in this appropriation is that of expenditures for expert assistance. It is never possible to estimate in advance the amount which will be required for this purpose. This class of service is always expensive, and in many cases, especially those relating to rates and capitalization, it is frequently indispensable. It is obvious that the present appropriation leaves a very small margin for expenditures of this nature. If the legislature should decide to lay upon the utilities interested, at least in capitalization cases, the expense

of an expert investigation, the saving to the state would be considerable.

We have considered the appropriation on the basis of no change in the present force of the commission's employees. Should it be decided to enlarge the work of inspection, provision would have to be made in proportion to the enlargement contemplated.

In general, it should be noted that the appropriation made for this department will not be regarded as representing the amount which we are expected to expend, but merely as the maximum limit which we are not to exceed, and no expenditure will be made which does not seem absolutely necessary in order to do the work which the legislature desires to have accomplished. The making of an appropriation by no means indicates that the amount appropriated will be expended.

It is entirely within the discretion of the legislature to determine how expensive and efficient it desires that the supervision of public service corporations in this state shall be. The quality of the work done will necessarily depend upon the amount available for inspection and expert assistance. And it is a notable fact that those commissions in this country whose work has secured the highest degree of public approbation are the commissions which have been supplied with funds sufficient to do their work in a thorough and workmanlike manner. The state of New Hampshire can have just such a supervision of its public service corporations as it is willing to pay for.

In view of the impossibility of estimating accurately the amount needed for each of the somewhat arbitrary subdivisions of our appropriation hitherto made, we recommend that when the total amount probably required for the work of this department is determined, it be appropriated to be used for the lawful purposes of the commission generally, without subdivision into appropriations for specific purposes.

The expense of supervising the public service corporations is due to the nature of those corporations themselves and to the extraordinary and generally monopolistic powers con-



ferred upon them by the people. Such supervision is a necessary consequence of the existence of corporate bodies having such exceptional opportunities for oppression of the public whom they serve; and it is not unreasonable that its cost be regarded as a corporate rather than a public expense. This matter should certainly receive careful consideration.

We also respectfully request that the legislature reconsider the matter of the salaries paid the members of the commission.

The appropriation for salaries for the years 1911-1913 was \$12,000 annually, the legislature having fixed the salaries at \$4,000. In the last few hours of the legislative session, however, the act was so amended as to reduce the salaries to \$3,500 for the chairman, \$3,200 for the clerk, and \$3,000 for the third member of the commission.

The legislature in fixing the salaries had assumed that the work of the commission would take from one-third to one-half of the time of its members. It has, in fact, as already noted, taken practically all of their time, and there is no prospect of any substantial diminution in the demands upon their time hereafter. Substantially all the time of the commission will have to be given to their public duties, in order that those duties may be performed with due regard for the public interest and in a manner even moderately satisfactory to the commissioners themselves. The commission should devote a great deal of uninterrupted time to study of the decisions of courts and commissions elsewhere, standard works on questions of public service regulation, and technical magazines and other periodicals, and in general should keep themselves up to the times in all matters relating to their work. This they have been unable to do in the past, and will be able to do in the future only by having sufficient assistance to dispose of routine work not requiring their personal supervision, and by devoting to such study practically all of their time and strength not employed on the details of hearings, investigations and decisions.

Since this commission assumed office, a rule has been adopted by the governor and council forbidding the reimbursement of state officers not residing in Concord for their expenses incurred while at the capital in the performance of their duties. This rule has reduced by a number of hundred dollars annually the net compensation of those commissioners who do not live in Concord.

The variation between the salaries of the several commissioners has no apparent relation to their respective services, and we see no justification for any such distinction.

In view of all these facts, we respectfully request that the legislature reëxamine the matter of salaries, and determine whether on the present basis the compensation of the commission is adequate for the work performed, and sufficient to enable its members to give to their duties with a free mind that attention which they ought to receive.

#### CONFERENCES WITH OTHER COMMISSIONS.

The Public Service Act provides that "The commission may confer by correspondence, or otherwise, with the public service commission or railroad commission of any other state and with the interstate commerce commission of the United States on any matters relating to railroad corporations or public utilities."

Acting under this authority two members of the commission in October, 1911, and in November, 1912, attended the annual convention at Washington of the National Association of Railway Commissioners, meeting with the Interstate Commerce Commission, in the room of that commission. To these meetings we have taken the problems which were particularly interesting us in this state and have had the benefit of both public discussion and private conference with the members of other commissions, and during the year we have been in frequent correspondence with the commissions of other states, and have had the benefit of their experience on many difficult questions which have been before us.



## LEGISLATIVE SUGGESTIONS AND RECOMMENDATIONS.

Section 20 of the act creating this commission provides that in our report to the legislature we shall make "such suggestions and recommendations as to needed legislation" as we "may think will promote the public good." In compliance with this requirement we make the following suggestions.

### FREE AND REDUCED RATE SERVICE.

We recommend that the provisions of the statutes designed to prevent discrimination between passengers upon railroads and between those receiving service from public utilities be made more specific.

The law at present governing the subject is found in chapter 126 of the Laws of 1909, and section 7, paragraph (d), and section 18 of chapter 164 of the Laws of 1911.

Said chapter 126 provides in part as follows:

"SECT. 2. No carrier shall, directly or indirectly, issue or give any free ticket, free pass or free transportation for passengers between points within this state, except to its officers and employees and their families, to its surgeons, physicians, and attorneys-at-law, to ministers of religion, traveling secretaries of Railroad Young Men's Christian Associations, inmates of hospitals and charitable and eleemosynary work; to indigent, destitute and homeless persons; and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportation; to inmates of the national homes or state homes for disabled volunteer soldiers, and of soldiers' and sailors' homes, including those about to enter and those returning home after discharge; to the officers and executive board of the New Hampshire Veteran Association for the exclusive purpose of arranging for its annual reunions; to necessary caretakers of live stock, poultry, fruit and perish-

able property; to employees on parlor, sleeping, dining and express cars, and to linemen and other employees of telegraph and telephone companies; to railway mail service employees, postoffice inspectors, customs inspectors and immigration inspectors; to policemen and firemen while in discharge of their duties; to newsboys and vendors on trains, baggage agents, witnesses attending any legal investigation in which the carrier is interested, persons injured in wrecks and physicians and nurses attending such persons; *provided*, that the foregoing provisions shall not be construed to prohibit the issue, or giving of passes for the officers and employees of other railroads or common carriers; nor to prohibit any carrier from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence, or other calamitous visitation."

The essential portions of said sections 7 and 18 of said chapter 164 are as follows:

"SECT. 7. (d) No railroad corporation or public utility shall make or give any undue or unreasonable preference or advantage to any person or corporation or to any locality or to any particular description of service in any respect whatsoever, or subject any particular person or corporation or locality or any particular description of service to any undue or unreasonable prejudice or disadvantage in any respect whatsoever;"

"SECT. 18. . . . Any railroad corporation or public utility which shall violate any provision of this act, or which fails, omits or neglects to obey, observe or comply with any order or any direction or requirement of the commission, shall be fined a sum not exceeding five thousand dollars. Every officer and agent of any such railroad corporation or public utility who shall wilfully violate or who procures, aids or abets any such railroad corporation or public utility in its failure to obey, observe and comply with any such order or provision shall be guilty of a misdemeanor and shall be fined not more than one thousand dollars, or imprisoned not more than six months or both."

That these sections constitute a most rigid prohibition of the granting of free service by either railroads or utilities does not seem open to question. If anything can constitute an unreasonable preference in rates certainly an absolutely free service constitutes such a preference. In one of the early orders of the commission requiring the filing of rate schedules in compliance with the law, attention was called to this provision of the statute, and we have since paid much attention towards securing a general compliance with the same. At the time the law took effect the conditions as to rates for utility service throughout the state can only be described as chaotic. Discriminations of all kinds, from outright free service to discounts of various sorts on various grounds, perhaps deemed justifiable to those granting and receiving the same but actually resulting in an unfair distribution of the rate burden, were common.

To a large extent this condition has been remedied, and now probably the utilities themselves would not desire to return to the old conditions where every new or large customer desired to bargain for a special rate which should exempt him from his full share of the rate burden. A few of the utilities with rate structures in large part built upon special contracts have not yet fully brought their rates, in our belief, to the uniform basis contemplated by the law, but we are satisfied that they will soon do so. Our policy has been to afford the utilities full opportunity to bring their rates within the law rather than harshly to invoke the punitive provisions of the statute in the first instance. And we are glad to acknowledge that in this, as otherwise in the performance of the duties laid upon us, we have found on the part of the officials both of railroads and utilities a general disposition to coöperate.

The occasion for making the provision of the law forbidding discrimination more specific arises from the fact that in some quarters it has been questioned whether the provisions quoted from said chapter 164 of the Laws of 1911 were intended to supersede chapter 126 of the Laws of 1909 so as

to apply alike to railroads and utilities, forbidding all classes of free service.

The railroads have undoubtedly continued to govern themselves in the issuance of free transportation by the provisions of the former statute. The telephone utilities generally claim the right to give free or reduced rate service not only to their employees but to the officials of other utilities of the same class. Also the rate schedules filed with this commission show that reduced rates for service by the various utilities to charitable organizations are general. The telephone utilities to a considerable extent grant free or reduced rate service to municipalities, and have advertising contracts for exchange of toll service for advertising similar in effect to contracts formerly customary between railroads and newspapers, but forbidden by section 3 of chapter 126 of the Laws of 1909.

The New England Telephone and Telegraph Company grants service to municipalities upon the following terms:

In towns or cities of two thousand population or over, one free telephone for each two thousand of population, "such service to continue so long as the telephone company shall receive from the proper municipal officers, upon its application therefor, such locations for poles and conduits, for the maintenance of its wires as the proper conduct and extension of its business may from time to time require." (Under this rate eighteen towns and cities receive eighty-eight telephones from this corporation free of charge.)

In towns and cities not receiving free service as above, telephones are installed at 33 $\frac{1}{3}$ % discount from the regular rates. (Under this rate five cities and towns receive reduced rates on forty-four telephones.)

In towns not having telephone service under either of the foregoing arrangements, and in some towns receiving such service, pay stations are frequently installed in municipal buildings through which town officials are allowed free local service on town business. (Under this arrangement fourteen towns receive limited free service.)

The remaining Bell companies and most of the independent companies also grant either free service or reduced rate service to municipalities.

Also in some towns telephones have been located in railroad stations for the convenience of the telephone subscribers of the company, and the railroad is permitted to use such telephones without charge.

The foregoing classes in great part include the variations from uniform rates which appear to us to be probably in conflict with the provisions of the present law, but which we have made no attempt to suppress by invoking the penal provisions of the law.

Opinions may vary as to our duty in this matter. We have ourselves been doubtful. But we have not believed that there has been on the part of railroads or utilities any intention to defy the law. There is doubtless a sincere belief on the part of some that the statute does not go to the extent of forbidding under penalty all free or reduced rate service. In many of the towns where free telephone service is enjoyed under the arrangements before referred to, it is regarded by many citizens as a payment in some part for franchises enjoyed.

Also we have felt reluctant to forbid free service to employees, knowing that in many instances it is essential to the convenient transaction of the business of railroads and telephone utilities, and believing that, in those cases at least, it is not inimical to the public interest. The same may be said of reduced rates to charities.

It has accordingly seemed best to us to confine our attention to the elimination of the more objectionable forms of discrimination, and to ask the legislature to consider the question and determine whether any exceptions should be made to the strict letter of the statute as it now stands, or whether it should be left unamended to be enforced in its present form under such interpretation as the court may give to it.

## EXPENSE OF INVESTIGATIONS.

The act creating this commission requires us to supervise all proposed issues of stock and bonds by railroads and utilities. The clear purpose of the law is to restrict capitalization to the amount fairly required for the purposes for which issues are proposed to be made. Obviously an intelligent determination of the amount of capital required for proposed new construction requires information such as can be given to us only by engineers who have examined the location and plans of the proposed work, and computed the probable cost. In such cases we ought not to be dependent upon experts hired and produced by the corporations seeking to justify a proposed issue of capital.

After the construction is made there should be a proper checking up to ascertain that the work proposed has actually been done, and a proper inspection of accounts to ascertain the amount of money actually expended. This course we are unable to follow at the present time for lack of sufficient funds. To some extent we have availed ourselves of expert service, paying for the same from the slight appropriation available for that purpose; and in some instances the corporations desiring to make issues have volunteered to defray the expenses of such expert assistance as we have required.

We feel that the corporations desiring to make issues of capital stock ought to pay the expense involved out of the proceeds of the capitalization authorized, because the expense of proper supervision by public authority is a part of the necessary cost of the utility enterprise just as much as organization expense, engineering or construction.

In the same way, when we are called upon to approve a proposed sale or lease of the property of a utility it immediately becomes important to know the fair value of the property in question, because upon the price paid in the case of purchase, whether represented by capital stock or bonds or floating debt, the purchaser will expect to be permitted to



earn a return, and in the case of property leased it will expect to earn the rental and probably something in excess.

In cases where we are asked to fix rates, as we have before suggested, the making of such a valuation by competent experts as will in the first place enable us to determine what amount the utility in question is fairly entitled to earn a return upon, and as will in the next place supply a foundation in legal evidence upon which our decision may be expected to stand if tested in court, costs in any case a large sum of money.

The fact that in the past year we were able to keep within the small appropriation made available for expert assistance is owing to the fact that the absolute necessity of keeping a fund available for use in rate cases has led us to employ experts in capitalization work only in cases which on the surface looked bad; to the fact that the Concord and Somersworth rate cases were settled by a reduction of rates before hearing or valuation; and to the further fact that our duties in the rate investigation have prevented our disposition of certain other important rate and capitalization cases which are now pending before us.

The provision made for this commission in comparison with that which has been found necessary for other commissions performing like duties is very meager. The Wisconsin commission has a staff of ninety-five full-time engineers, accountants, inspectors, clerks, and other employees; the California commission, just organized, a staff of over fifty; the commission for the Second District in New York, one hundred and fifty, and for the First District, about seven hundred. Of course this state is small in comparison with those states. We neither require nor desire any approach to such a force. But to make this department useful to the state to the extent that is designed by the act, some provision ought to be made so that we may have such expert assistance as is indispensable to an intelligent decision of matters upon which we are obliged to act.

This situation is met in some states by establishing a small percentage fee for the approval of issues of stock and bonds, to be paid when the certificate authorizing such issue is made, and to be turned into the treasury and used in the payment of the expenses of the commission.

We believe that the necessary expenses of this commission for expert assistance can in large part be met by an amendment to the law requiring the payment of such a fee. And as there is the same occasion for expense in connection with the application to approve transfers or leases of properties as in cases where application is made for the approval of issues of capital, payment of the same percentage fee may reasonably be required in such cases.

Also it seems to us that some provision ought to be made in the law so that in rate cases the commission may require the payment in whole or in part by the utility or railroad of the expense of the investigation when the rates investigated have been found to be unjust and unreasonable.

If some carefully worked out provision can be made for placing the expenses in these cases upon the corporations which cause the expense, we feel sure that the usefulness of this commission will be greatly increased without placing any undue burden either upon the treasury of the state or upon any single corporation.

#### INVESTIGATIONS BY A SINGLE COMMISSIONER.

Section 15 of said chapter 164 of the Laws of 1911 provides with reference to investigations of fatal accidents as follows:

"Any such investigation may be made by the full commission or by a single commissioner, as the commission may determine. If such investigation is made by a single commissioner, said commissioner for the purposes of the particular investigation shall have and exercise all the powers of the full commission."

This provision ought to be extended to cover all matters concerning which the commission is called upon to investi-



gate. And this because very real inconvenience is not infrequently caused by inability of the entire commission to be in two places at the same time. Often important hearings will be set for some time ahead, and it will be uncertain how long a time such hearings will consume. Accordingly, matters which do not involve a contest, nor the taking of any considerable testimony, are necessarily delayed until the cases previously set have been reached and heard before it is possible to fix dates for hearings on such new matters, whereas if a single commissioner might hold the hearing and take the testimony, the entire commission could afterwards consider the same and make early disposition of the case.

We recommend that the law be amended in this respect, thus giving this commission the same power to facilitate business coming before it that the Interstate Commerce Commission and many of the state commissions now have.

#### DEFINITION OF A UTILITY.

The definition of a public utility contained in paragraph (c) of section 1 of said chapter 164 is in part as follows:

“The term public utility shall include every corporation, . . . and person . . . except municipal corporations, owning, operating or maintaining any plant or equipment or any part of the same for the . . . furnishing of water . . . for the public.”

This definition is so broad as to include not only the owners of town and city water systems but persons who sell water from aqueducts designed primarily for their private use, as a matter largely of accommodation to their neighbors. It is doubtful whether any useful purpose is served by subjecting these persons to the obligation of making annual reports to this commission or by requiring them to come to this commission for authority to make sale and transfer of their property, as they are now apparently by the statute obliged to do. On the other hand, some of the most important systems in the state are owned by municipalities, and experience in state

supervision of municipally owned plants in other states has proved it quite as useful to the public as the supervision of those conducted by private enterprise.

We suggest the careful consideration by the legislature of the question whether this definition may not well be amended in this particular.

We have already suggested that there seems to be no good reason for placing ferries under the supervision of this commission.

While the Public Service Act covered ferries it did not subject steam and other power boats operating as common carriers to regulation by this commission. The act relating to the inspection of such boats provides for appointment of inspectors by the governor and council, the rules governing the licensing and inspection to be prescribed by this commission. The rules promulgated by the late railroad commission, seeming satisfactory, have been continued in force without modification, but several complaints which have been received by us as to the manner in which these rules are enforced would indicate the desirability of more immediate supervision over the inspectors than can be given by the governor and council. As the law now stands there is a divided responsibility. We would suggest that the legislature consider whether it would not be better to put not only the making of the rules, but their enforcement by the inspectors, subject to the control of this commission.

We recommend that steam and other power boats operating as common carriers be classed as public utilities.

#### JOINT RATES.

The law gives the commission no power to fix joint rates or to compel joint service of connecting railroads. So far as the steam railroads of the state are concerned this omission is of very little consequence as there can be very few joint rates in New Hampshire other than those covering interstate traffic, but it has already become apparent that in some cases

relating to the operation of street railways and telephone companies justice cannot be done without the power to fix joint rates. In the case relating to street car service between Hudson and Nashua it was apparent that relief ought to be granted, but we were unable to do anything because the situation could be remedied only by the making of a joint rate between two connecting roads. The Interstate Commerce Commission has such a power, and it is contained in all the most recent public service acts. We recommend the adoption of a provision relating to joint rates and service similar to that contained in the Interstate Commerce Act or in the public utility act of Connecticut.

#### RECOMMENDATIONS AND ORDERS.

Section 11 (b) provides that when the commission is of the opinion "that any part of any railroad within the state, reasonably requires alteration or reconstruction, or that the regulations, practices, equipment, appliances, or service of any railroad corporation in respect to transportation of persons or property within the state, are unjust, unreasonable, unsafe, improper or inadequate" the commission shall recommend to the railroad such changes as it sees fit, and if the railroad shall "unreasonably neglect or refuse" to adopt its recommendations, may make an order. In cases affecting the safety of the public or employees an order may be made in the first instance. This provision clearly discriminates in favor of railroads as against other corporations subject to the act, as to which the commission is given power "to order all reasonable and just improvements and extensions in service or methods." There seems to be no adequate reason, and no justification whatever, for making public utilities generally subject to the order of the commission, while in the case of railroads it can only recommend, and defer its order until the railroad has "unreasonably" neglected to comply with the recommendation. This provision represents a compromise between the theory that the commission, as representing the

public interest in the railroads, should order what the public good clearly requires, and the theory advanced in behalf of the railroad before the last legislature that the commission should have no power other than that of respectfully suggesting the improvements which it thought ought to be made. As is often the case with compromises, it lacks the merits of either theory and has the defects of both. It is thoroughly irrational, and clearly discriminatory as against other corporations subject to our regulation. We recommend that this section be so amended that power be given the commission to make orders in the first instance, without going through the useless form of a preliminary recommendation.

#### HEARINGS AND INVESTIGATIONS.

The same clause of the act (section 11 (b) ) provides that "whenever the commission shall be of the opinion, after a hearing, had upon its own motion or complaint," that any of the specified improvements are necessary it may proceed by recommendation and order. The position has been taken in a case before us that the requirement that the recommendation and order shall be "after a hearing" confines the commission to the evidence introduced at the hearing, and precludes any independent investigation by them. If this is the true construction of the act,—we do not believe that it is,—it ought not to be. No such restriction is placed upon the commission in its dealings with matters affecting other public utilities. On the contrary, section 5 (c) in specific terms provides for both investigation and hearing in cases affecting the service of gas, electric, telephone, telegraph and water companies. No possible ground can be suggested for a discrimination in this respect between such companies and railroads.

The functions of a commission of this character are largely if not entirely administrative. The principle being recognized that the public is interested jointly with the proprietors in the conduct of these public service corporations, commis-

sions are appointed to represent the public interest in their management. They do not sit in a judicial capacity to determine litigated questions of right as between parties. It is not their duty merely to listen to a case as presented to them by the interested parties, and, on the evidence presented, to decide which of the contestants has made out the better case, or to dismiss the proceedings upon the ground of failure to meet some technical requirements in the proof. It is rather their duty, when a question involving the public interest is presented to them, to use every means in their power to determine what the public interest truly demands, and, if the proof adduced by the parties is inadequate, to employ every resource at their command to assure a decision in accord with the public interest.

We are continually acquiring and storing up in our files information as to the details of railroad construction, equipment and operation. If, when we have acquired this information, we cannot use it, but must banish from our minds all that we know of railroad affairs and all that we have at our disposal, and confine ourselves in such cases to the considerations presented by the petitioners, we shall continually be finding ourselves in the position of rendering decisions which we know are wrong. As was said by Hon. Charles A. Prouty, Chairman of the Interstate Commerce Commission, addressing the National Association of Railway Commissioners in convention at Washington, November 19, 1912,

“It is sometimes said that a railroad commissioner stands in the attitude of a judge whose duty it is to hear the testimony and decide upon testimony. A railroad commission with no power except that to receive complaints, hear the evidence of parties as to these complaints, and decide upon that evidence, would be of some consequence, and would do some good, but would fall far short of the purpose of the ordinary railroad commission.”

In order that this commission may not needlessly fall short of that purpose, we recommend that the section in question be so amended as to provide that the commission may

both hear the parties and make such investigation as it sees proper to determine facts not brought out upon the hearing.

#### APPEALS.

Section 17 of the Public Service Act provides that any party aggrieved by any order of the commission shall have the right to appeal to the superior court. Upon that appeal the record of the proceedings before the commission is transmitted to the superior court. The trial is by the court without a jury. If new evidence is introduced, the new evidence is sent down to the commission, which may modify its order in view of the additional evidence. If no new evidence is introduced, the judge, on examination of the record and after argument, renders judgment either affirming or vacating the order of the commission.

This practice we believe to be altogether indefensible. One of the chief reproaches against our judicial system is the delay and expense of judicial proceedings. Every recent attempt at reform in judicial procedure has started with the proposition that no party is entitled to more than one trial on the merits. If the facts have once been determined by a competent tribunal, no possible reason exists for allowing him to submit the same facts to another tribunal for reëxamination. If the public service commission is not a competent tribunal to reach a just decision upon cases presented to it, it ought not to be given jurisdiction to hear those cases at all. If it is a competent tribunal, all the parties concerned have had all that justice requires when they have been given a full opportunity to present their claims to that tribunal, and the successful party should not be put to the delay and expense attendant upon an appeal and a retrial of the same case before a second tribunal.

An even more serious objection to this procedure is that it involves the complete confusion of the administrative and judicial functions. As has been already remarked, the duties of such commissions as this are essentially administrative. The



functions of a court are exclusively judicial. It is the duty of the commission to determine what is, in a given case, demanded by a sound public policy. It is the duty of the court to determine questions of strict legal right regardless of public policy. The effect of its decisions upon the parties is to the court a consideration of little or no consequence. The commission cannot properly decide on these questions upon any other basis than the effect of its decisions upon the corporations concerned and upon the public. It is absolutely out of the question for a court, bound by considerations of burden of proof, presumptions, and a thousand and one technical rules of procedure, to determine whether a particular railroad in a particular financial condition ought to erect a new station at a given point, make improvements in the heating, lighting or ventilation of its cars or stations, afford better train service, eliminate a grade crossing, or protect a grade crossing by gates or flagmen or automatic gongs, or whether an electric line should pass in front of or behind some man's house, or through his timber lot or tillage land, whether the gas furnished in a particular place is of sufficient candle-power, what should be the capital of a new corporation, or any of the multitudinous and varied questions which are continually arising before commissions of this character. Furthermore, if investigation is to be made by the commission, there is no means by which the result of that investigation can be so incorporated in the record as to be adequately presented to the court.

Upon this subject we quote again from the address of the Chairman of the Interstate Commerce Commission, above referred to:

"It is significant that the trend of modern thought is to add to the authority of railroad commissions. This is done not only by extending the subjects to which their authority attaches, but particularly by making the exercise of that authority more exclusive and more final.

"The Supreme Court of the United States in the last year has handed down decisions which firmly establish the principle that the orders of the Interstate Commerce Commission,

made in the exercise of its administrative judgment, cannot be disturbed by any court; and the same doctrine will finally apply, if it does not already apply, to the State commissions; for that doctrine is embedded in the profound fact that you can not revise the action of an administrative body by judicial methods and judicial process."

So far as we have observed, all recent public service acts have provided that the only appeal from the decision of the commission shall be an appeal directly to the highest law court of the state on questions of law. If the commission has assumed a jurisdiction which it does not rightly possess, or if it has proceeded upon a wrong theory of the law, it should be set right, but its decision upon facts within its jurisdiction, upon which it ought to be peculiarly qualified to pass, the parties having had full opportunity for presenting evidence and argument, should be final. We therefore recommend such an amendment as will accomplish this result.

#### NEW ISSUES OF CAPITAL STOCK.

Section 14 (c) and (d) provide that when a railroad or public utility increases its capital stock it shall offer the new shares proportionately to its stockholders at such price, not less than par, as shall have been determined by vote of the stockholders. The commission are to determine the amount of the issue upon the basis of the price fixed by the stockholders, "*provided, however*, that the commission shall refuse to authorize any particular issue of stock if in its opinion the price fixed by the stockholders is so low as to be inconsistent with the public interest." Stock not subscribed for is to be sold at public auction.

It will be observed that the only case in which the commission can refuse to authorize the issue of the stock is when the price fixed is "so low as to be inconsistent with the public interest." One of the apparent purposes of the provisions of this section is to secure to the existing stockholders the right to subscribe proportionately to every new issue of stock,



in order that the relative holdings of the stockholders may not be disturbed, and the control of the corporation shifted, by additional stock issues. Whether it should be any part of the duty of the commission to see that this purpose is effectuated is at least a debatable question, but we feel it our duty to call the attention of the legislature to the fact that as the law now stands we are entirely powerless in this respect. If by vote of the stockholders the price fixed is so high that the stockholders cannot be expected to subscribe, the whole new issue is sold at public auction. Its purchase in a block may completely change the relative interest of the existing stockholders, and shift the control of the corporation. The commission has no power to refuse to authorize the issue on the ground that the price fixed is too high, and the apparent purpose of the act is thus readily defeated.

If it is desirable that the commission should protect the interests of the stockholders as well as the public, the desired result could be accomplished by providing that the vote of the stockholders should not fix the price, but that that should be left to the determination of the commission. In connection with this subject the legislature may well consider whether the best interests alike of the public and of the corporation would not be served by allowing the issue of stock in public service as in private corporations at par.

#### OTHER RECOMMENDATIONS.

There are numerous other minor particulars in which experience has shown the need of amendment. We will draft and present to the proper committees bills providing for all the proposed amendments.

EDWARD C. NILES,  
JOHN E. BENTON,  
THOMAS W. D. WORTHEN,  
*Commissioners.*

CONCORD, November 30, 1912.



# PART II.

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## REPORTS AND ORDERS AND PETITIONS FILED OR DISMISSED WITHOUT ORDERS.

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DECEMBER 1, '1911,

TO

AUGUST 31, 1912.



# REPORTS AND ORDERS AND PETITIONS FILED OR DISMISSED WITHOUT ORDERS.

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No. D—19.

KEENE GAS & ELECTRIC COMPANY

*vs.*

E. C. ROBERTSON *et als.*

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Filed September 5, 1911.

Order December 20, 1911.

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PETITION FOR RIGHT OF WAY FOR THE BUILDING OF A HIGH POWER  
TRANSMISSION LINE FROM KEENE TO HINSDALE ACROSS LANDS  
OF THE RESPONDENTS.

Appearances: for the petitioner; Allen Hollis and Philip H. Faulkner: for E. C. Robertson, F. W. Robertson, J. Fred Whitcomb, Frank H. Whitcomb, and the heirs of C. L. Russell; Albin & Sawyer: for the Keene Electric Railway Company; Thomas T. Robinson, General Manager.

## REPORT.

This petition, filed September 5, 1911, prayed for a determination of the necessity for the erection of a line for the transmission of electric power over lands of E. C. and F. W. Robertson, C. D. Whittaker and Lyman and Herman Clark, all in Winchester, of J. Fred Whitcomb, the C. L. Russell estate, and the Keene Electric Railway, all in Swanzey, and of J. Fred and Frank H. Whitcomb in Keene, and for the assessment of the damages caused thereby.

The petition was subsequently so amended as to modify the rights prayed for, and by a further amendment it was requested that those rights be granted to the Ashuelot Gas and Electric Company in place of the original petitioner.

A hearing was had at Keene, and the premises were viewed by the commission. Subsequent hearings were also had at Concord.

By agreement of all the parties, Commissioner Benton did not sit, and the petition has been considered only by the other

members of the commission. The petition has been waived so far as the rights in lands of E. C. and F. W. Robertson and Lyman and Herman Clark are concerned.

The line in question is designed to take electric power from the plant of the Connecticut River Power Company in Hinsdale, and carry it to the substation of the petitioner in Keene, and by branch lines to supply electricity for light and power in Winchester, Swanzey and other towns in Cheshire County. It is found that the proposed construction will be for the public good, and that it is necessary that the rights prayed for be granted, except as waived. The line has been laid out with great care in such manner as to do the least possible damage to the land over which it passes. In the case of the Robertson lands in Winchester, objection being made to the proposed location, the petitioner has secured a new location which obviates the necessity of passing over the land of the Robertsons. And in the case of the land of J. Fred Whitcomb, in Swanzey, the petitioner, by conference with the commission and with Mr. Whitcomb and his counsel, has made a new location which avoids the objections to the location originally proposed.

The land of C. D. Whittaker is a tract of unimproved land of small value, apparently not at present in use for any purpose. The erection of the line involves the cutting of a small amount of a miscellaneous growth of wood, amounting to perhaps three or four cords. The sum of twenty-five dollars will in our judgment cover all the damage, present and prospective, to this land.

On the land of J. Fred Whitcomb in Swanzey the line passes through a pasture across the highway from the dwelling house. The plans call for a tower of steel frame construction, 9 x 12 feet at the base, and two A-frame towers, also of steel, with a spread of 9 feet at the base. The land is in a slightly position, and suitable for building, though the prospects of its being so used are in our opinion quite remote. At the northerly end of the tract several slightly shade-trees and a small amount of growing timber will have to be cut. In our judgment one hundred dollars will fully cover the damage to this land.

The land of the C. L. Russell estate lies at the northerly end of West Swanzey village. It is a long and narrow strip of tillage land, bounded on one side by the railroad right of way and on the other by a highway. The proposed line runs immediately beside the railroad. The land is so situated, in proximity to the village and to several manufacturing establish-

ments that it is especially available for building, and a house has already been erected on its southerly end. The erection of the line will necessarily, at least to some slight extent, decrease its value for this purpose. The plans call for five A-frame towers on this tract. In our judgment one hundred and fifty dollars is fair compensation for the damage to this land.

The land of the Keene Electric Railway Company in Swanzev comprises two tracts, purchased in order to secure a right of way for a proposed street railway line. The land is unimproved and of small value. The proposed power line lies alongside the railroad right of way, and except at one point is remote from the location of the proposed street railway, and in our opinion could never injuriously affect the street railway, if constructed. The possibility of such injury will be guarded against in the order accompanying this opinion. Seventy-five dollars is awarded as damages for the injury to this land.

The land of J. Fred and Frank H. Whitcomb in Keene is a large tract of intervalle land used for pasturage, bordering on the Ashuelot River, and separated by the river from the thickly settled part of the city of Keene. The tract is intersected by a line of railroad, constructed on a high embankment. The portion to the west of the railroad fronts on Winchester Street, and is available for building purposes, though no houses have as yet been erected on any part of it. A plan has been made, dividing it into lots, and a sewer runs across the tract from Winchester Street.

The proposed power line extends from Winchester Street along the river bank, being for some distance actually over the river. It crosses the rear end of a number of lots as shown on the plan, but the lots are of such depth, and the land immediately adjoining the river of so little value, that the presence of the line will cause very little diminution in the value of the lots for building purposes. Near the river at one point stand a group of large white maples which will have to be cut. It is possible that the natural consequence of this cutting would be somewhat to increase the tendency of the river banks to wash away at that point. But the duty will rest upon the petitioner to see that this result does not follow.

The line crosses the railroad, and turning to the south runs immediately at the foot of the embankment for a distance of about fourteen hundred feet. There are two A-frame towers on the west side of the railroad, and a square tower and three A-frame towers on the east side. In our judgment two hun-

dred dollars is fair and not excessive compensation for the damages occasioned to this land.

The precise nature of the rights to be acquired under this petition, and the conditions under which they are to be enjoyed, are set forth in detail in the order accompanying this opinion.

EDWARD C. NILES,  
*For the Commission.*

Filed December 20, 1911.

Order No. 24.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Keene Gas and Electric Company vs. E. C. Robertson, F. W. Robertson, C. D. Whittaker Lyman and Herman Clark, J. Fred Whitcomb, C. L. Russell estate, Keene Electric Railway Company, and Frank H. Whitcomb, filed September 5, 1911, praying for rights of way for its transmission line over land of said respondents situated in Winchester, Swanzey and Keene, in the County of Cheshire, in said State, as amended by an amendment allowed October 24, 1911, praying for additional and further rights in connection with said transmission line, namely, the right of trimming trees and other growth, and rights of way to and along said line, and as further amended by an amendment allowed December 13, 1911, praying that the rights aforesaid be granted to the Ashuelot Gas and Electric Company, being the grantee of said Keene Gas and Electric Company, and also correcting an error in the original petition and the first amendment in respect to the name of the Keene Electric Railway Company;

Said Public Service Commission having upon due notice to all parties in interest heard and determined the necessity of the rights prayed for and the compensation to be paid therefor, now this twentieth day of December, 1911, orders, adjudges and decrees as follows:

1. That it is necessary in order to meet the reasonable requirements of service to the public that the Ashuelot Gas and Electric Company, being a public utility subject to supervision under an act of the New Hampshire legislature passed at its session of 1911, entitled "An Act to Establish a Public Service



Commission", should construct a transmission line of poles, towers and wires across the land of certain of the persons and the corporation named in said petition as hereinafter more specifically set forth, and that said Ashuelot Gas and Electric Company and its successors and assigns, by virtue of its said petition and this decree are and shall be entitled to construct a transmission line of steel towers and other steel structures known as A frames in the locations hereinafter specifically set forth, and to string its wires upon said towers and structures, namely, electric transmission wires carrying a voltage of approximately 66,000 volts, one or more ground wires located on the top of said towers and structures and designed as protection against lightning, and telephone wires used in said Company's own business and to place upon said towers and structures the necessary and suitable cross arms, brackets, insulators and other fixtures for supporting said wires; and also in maintaining and operating said transmission line to cut down or trim any trees or other growth on land adjoining the middle line thereof within a distance of fifty feet, so far as necessary in order to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; and also in patrolling and maintaining said line to have the perpetual right by its agents and servants, to pass and repass along and under its lines of wires in the route hereinafter described; and also to have the temporary right, for construction purposes only to pass and repass with men and teams from the highway across land of certain of the owners named in said petition to said line and along the same, as hereinafter specifically provided.

The rights aforesaid are more specifically described as follows:

2. Said transmission line shall cross land of C. D. Whitaker situated in said Winchester in the following location:

Beginning at a point in the center of the Ashuelot River, said point being north 73 degrees 30 minutes east 214 feet from the center line of location of the Ashuelot Branch of the Connecticut River Railroad; thence north 73 degrees 30 minutes east 325 feet to a point (A); thence south 70 degrees 40 minutes 440 feet to a point (B); thence south 70 degrees 40 minutes east, to the land of the Ashuelot Paper Company.

Said company shall have the right to erect and perpetually maintain at point A above specified a steel tower nine by twelve feet at the base, and at point B above specified an A frame nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon

the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line, to pass and repass along and under the same in the route aforesaid, and also the temporary right, for construction purposes only, to pass along said line with men and teams.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

Said commission determines the compensation to be paid for the rights above described to be twenty-five dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said C. D. Whittaker for said sum.

3. The petitioners having waived their petition for rights to cross land of E. C. and F. W. Robertson and land of Lyman and Herman Clark, in Winchester, no determination is made in respect thereto.

4. Said transmission line shall cross land of J. Fred Whitcomb situated in said Swanzy in the following location:

Beginning at the westerly side of said land on the highway leading to Richmond at a point about 200 feet southeasterly from the road leading from West Swanzy to Westport; thence north 50 degrees 30 minutes east about 440 feet to point (I'); thence north 20 degrees east about 400 feet to point (J'); thence in the same direction about 362 feet to point (K); thence north 31 degrees east about 400 feet across the highway to point (L); thence in the same direction about 90 feet to land of Lee Holbrook.

Said company shall have the right to erect and perpetually maintain at point I' above specified a steel tower nine by twelve feet at the base and at points H, J', K and L above specified an A frame nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and

place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid, and also the temporary right, for construction purposes only, to pass along said line with men and teams.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be one hundred dollars, and renders judgment against said Ashuelot Gas and Electric Company in favor of said J. Fred Whitcomb for said sum.

5. Said transmission line shall cross land of the C. L. Russell estate now owned by Mrs. C. L. Russell, Henry Russell and George Russell situated in said Swanzey in the following location:

Beginning at a point in the line between land of George E. Whitcomb and said Russells' land, said point being 47 feet from the center line of the Ashuelot Railroad, thence north 60 degrees 15 minutes east 86 feet to a point (A); thence in about the same direction 490 feet to a point (B); thence in about the same direction 440 feet to a point (C); thence in about the same direction 440 feet to a point (D); thence north about 61 degrees 15 minutes east 440 feet to a point (E); thence parallel to said railroad 47 feet from center line to land of A. M. Worcester.

Said company shall have the right to erect and perpetually maintain at points A, B, C, D, and E above specified A frames nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said premises in the following locations: At the westerly side of said premises beginning at the southwesterly corner thereof at the highway and extending across the west end of said premises about 115 feet to the said line, and thence along the same; said right of way to be twelve feet wide, and the west line of said premises to be the west line of said right of way; also at the easterly end of said premises beginning at the southeast corner at the highway aforesaid and extending across the easterly end of said premises about thirty feet to the transmission line, and thence along the same; said right of way to be twelve feet wide, and the east line of said premises to be the east line of said right of way.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be one hundred and fifty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Mrs. C. L. Russell, Henry Russell and George Russell for said sum.

6. Said transmission line shall cross land of the Keene Electric Railway Company situated in said Swanzev in the following location:

Beginning at a point on the westerly side of said Railway Company's land 47 feet from the center line of the Ashuelot Railroad, thence north about 63 degrees east 210 feet to a point (C); thence in the same direction 440 feet to a point (D); thence in the same direction 440 feet to a point (E); thence in the same direction 350 feet to a point (F); thence north about 73

degrees east 400 feet to a point (G); thence in the same direction about 180 feet to the center of the Ashuelot River.

Said transmission lines shall also cross other land of said Keene Electric Railway Company situated in said Swanzy southerly of the foregoing tract in the following direction namely:

Beginning at a point on the westerly side of said tract forty feet from said railroad at center line; thence easterly parallel to said railroad about 278 feet to a point (A); thence in the same course 400 feet to a point (B); thence in the same course about 180 feet to land of Eaton.

Said company shall have the right to erect and perpetually maintain at points C, D, E, F, and G, and also at points A and B above specified A frames nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have the temporary right for the purpose of constructing said line to pass and repass with men and teams along said line across said tracts of land and also from the highway passing said premises to said line over the tract last described, beginning at a point on said transmission line 580 feet westerly from the point of intersection thereof with the line of stone-wall separating said premises from the land of Orleans S. Eaton; thence at a right angle from said transmission line about 50 feet to the highway; said right of way to be 12 feet wide; also near the easterly end the first tract beginning at a barway on the northerly side of the highway and about 76 feet westerly from a corner of walls said corner of walls being the most easterly corner of said premises on the highway; thence north 10 degrees 20 minutes east 173 feet; thence north 3 degrees 15 minutes west 100 feet; thence north 13 degrees west 100 feet; thence north 22 degrees 30 minutes west about 170 feet to the transmission line, and thence along the same, the above line being the center of an existing cart road as now traveled and said right of way to be twelve feet wide.

Provided, however, that said temporary rights of way shall terminate on May 1, 1912.



Said company shall also have the right in maintaining and operating said line to cut down and trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

The foregoing rights over land of the Keene Electric Railway Company are granted upon the express condition that said transmission lines shall be erected in the locations above specified in such manner as shall not interfere in any way with the construction, maintenance or operation of any street railway which may be hereafter constructed across the premises aforesaid, easterly of said transmission line.

This commission determines the compensation to be paid for the rights above specified to be seventy-five dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Keene Electric Railway Company and the International Trust Company, mortgagee of said company, for said sum.

7. Said transmission line shall cross land of J. Fred Whitcomb and Frank H. Whitecomb situated in Keene in said county in the following location:

Beginning at the south line of said land at a point 72 feet east of the center line of location of said Ashuelot Railroad; thence north  $16\frac{1}{2}$  degrees east six feet to a point (I); thence in said direction 480 feet to a point (J); thence in same direction 400 feet to a point (K); thence in same direction 400 feet to a point (L); thence north 20 degrees west to the right of way of said railroad; thence continuing at a point on the west side of said right of way, said point being found by producing the last course to a point 472 feet from the last point (L) (including the width of said right of way) to a point (M); thence north 20 degrees west 366 feet to a point (N); thence in same direction 444 feet to center of said Winchester Street.

Said company shall have the right to erect and perpetually maintain at points I, J and K above specified A frames nine feet wide at the base and tapering to a point at the top, and at points L, M and N above specified steel towers nine feet by twelve feet at the base, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from Winchester street above referred to beginning at a point in the southerly side of Winchester street, said point being in the center line of a sewer which crosses said street; thence south 27 degrees 30 minutes east about 970 feet on the center line of said sewer; thence south 78 degrees east about 115 feet to the bank of the Ashuelot River at the center line of said sewer; thence northerly on the bank of said river to the transmission line, and thence along the same; also from the center line of said sewer southeasterly on the bank of said river and through the under pass, under the Ashuelot Railroad bridge, and still along the bank of the river to the easterly side of the right of way of said railroad, thence southerly on the easterly side of the right of way of said railroad to the transmission line, and thence along the same; said right of way to be twelve feet wide.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land of said Whitcombs adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner; and provided further that the exercise of reasonable care and prudence in removing such trees and other growth requires that said company and its successors and assigns shall provide and maintain adequate protection to prevent the bank of the Ashuelot River adjoining land of said Whitcombs from being washed away or otherwise injured as a result of the removal of such trees and other growth.

This commission determines the compensation to be paid for the rights above specified to be two hundred dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of J. Fred Whitcomb and Frank H. Whitcomb and the Cheshire County Savings Bank, mortgagee, for said sum.

8. The location of the above described transmission line across the property of the several owners, together with the location of the additional temporary rights of way above described, is shown on six duplicate blue print plans in detail accompanying this decree each marked No. D. 19 and authenticated by the attestation of the clerk of this commission; one of said blue prints to remain annexed to this decree and the other to be filed for record in the registry of deeds for Cheshire County.

9. All the rights herein described shall be exercised in a reasonably careful and prudent manner so that no injury which can be avoided or prevented by the exercise of reasonable care shall result to the lands in respect to which the same are granted, by reason of the construction, maintenance and operation of said lines.

10. The petition aforesaid, with the amendments thereto, and this final decree shall be recorded in the registry of deeds of Cheshire County.

Dated this twentieth day of December, 1911.

EDWARD C. NILES,  
THOMAS W. D. WORTHEN,  
*Public Service Commission*  
*of New Hampshire.*

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No. D—35.

KEENE GAS & ELECTRIC COMPANY

*vs.*

HIRAM H. BOLLES *et al.*

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Filed October 28, 1911.

Order December 20, 1911.

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PETITION FOR RIGHT OF WAY FOR THE BUILDING OF A HIGH POWER  
TRANSMISSION LINE FROM KEENE TO HINSDALE ACROSS LANDS  
OF THE RESPONDENTS.

Appearances: for the petitioner; Allen Hollis and Philip H. Faulkner; for Lee Holbrook; William H. Sawyer.

REPORT.

This petition, filed October 28, 1911, prayed for a determination of the necessity for the erection of a line for the trans-



mission of electric power over lands of Hiram H. Bolles and Lee Holbrook, in Swanzey, and for the assessment of the damages caused thereby.

The petition was subsequently so amended as to modify the rights prayed for, and by a further amendment it was requested that those rights be granted to the Ashuelot Gas and Electric Company in place of the original petitioner.

The line in question is that described in the opinion on the petition of the same company against E. C. Robertson and others.

Hearings were had at Concord upon the petition and amendments.

It is found that the proposed construction will be for the public good, and that it is necessary that the rights prayed for be granted.

The proposed line passes through land of Hiram H. Bolles, for a considerable distance adjoining the right of way of the Ashuelot Railroad, passing through a low-lying growth of small trees, and then for a distance of a thousand or twelve hundred feet passes through a tract of tillage land of fair quality. There will be on this land six A-frame towers and one square tower. In our judgment one hundred and fifty dollars is fair compensation for the damage to this land, present and prospective, by the construction and maintenance of the proposed line.

The land of Lee Holbrook which is crossed by the proposed line is a narrow strip of tillage land lying between a highway and the right of way of the Ashuelot Railroad. The line for the entire distance is immediately beside the railroad right of way. Two A-frame towers will stand on this land. In our opinion fifty dollars is fair compensation for the damage done by the granting of the rights asked in this land.

The precise nature of the rights granted is described in detail in the order accompanying this opinion.

EDWARD C. NILES,

*For the Commission.*

Filed December 20, 1911.

Order No. 25.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Keene Gas & Electric Company vs. Hiram H. Bolles and Lee Holbrook, filed October

28, 1911, praying for rights of way for its transmission line over land of said respondents, situated in Swanzey, in the County of Cheshire, in said State, as amended by an amendment allowed November 3, 1911, praying that the rights aforesaid be granted to the Ashuelot Gas and Electric Company, being the grantee of said Keene Gas & Electric Company;

Said Public Service Commission having upon due notice to all parties in interest heard and determined the necessity of the rights prayed for and the compensation to be paid therefor, now on this twentieth day of December, 1911, orders, adjudges and decrees as follows:

1. That it is necessary in order to meet the reasonable requirements of service to the public that the Ashuelot Gas and Electric Company, being a public utility subject to supervision under an act of the New Hampshire legislature passed at its session of 1911, entitled "An Act to Establish a Public Service Commission", should construct a transmission line of poles, towers and wires across the land of the persons named in said petition as hereinafter more specifically set forth, and that said Ashuelot Gas and Electric Company and its successors and assigns, by virtue of its said petition and this decree, are and shall be entitled to construct a transmission line of steel towers and other steel structures known as A frames in the locations hereinafter specifically set forth, and to string its wires upon said towers and structures, namely, electric transmission wires carrying a voltage of approximately 66,000 volts, one or more ground wires located on the top of said towers and structures and designed as protection against lightning, and telephone wires used in said Company's own business, and to place upon said towers and structures the necessary and suitable cross arms, brackets, insulators and other fixtures for supporting said wires; and also in maintaining and operating said transmission line to cut down or trim any trees or other growth on land adjoining the middle line thereof within a distance of fifty feet, so far as necessary in order to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; and also in patrolling and maintaining said line to have the perpetual right by its agents and servants, to pass and repass along and under its lines of wires in the route hereinafter described; and also to have the temporary right, for construction purposes only, to pass and repass with men and teams from the highway across land of the owners named in said petition to said line and along the same, as hereinafter specifically provided.

The rights aforesaid are more specifically described as follows:

2. Said transmission line shall cross land of Hiram H. Bolles situated in said Swanzey in the following location:

Beginning at a point which is about 70 feet southerly from the center line of the Ashuelot Railroad and in the west line of said Bolles's farm; thence nearly parallel with said railroad about 145 feet to a point (A) which is about 72 feet from the center line of said railroad; thence nearly parallel with said railroad about 200 feet to a point (B) which is about 72 feet from the center line of said railroad; thence nearly parallel with said railroad about 443 feet to a point (C) which is about 63 feet from the center line of said railroad; thence nearly parallel with said railroad about 465 feet to a point (D) which is about 58 feet from the center line of said railroad; thence north about 75 degrees east 387 feet more or less to a point (E); thence north about 77 degrees 30 minutes east about 348 feet to a point (F); thence north about 50 degrees 30 minutes east about 366 feet to a point (G); thence same direction about 385 feet to the center of the highway leading from near said Bolles's house to Richmond, N. H.

Points A, B, C, D, E, and G are center points for A frame steel structures.

Point F is center point for a square steel tower.

Said company shall have the right to erect and perpetually maintain at points A, B, C, D, E, and G above specified A frames nine feet wide at the base and tapering to a point at the top, and at point F a steel tower nine by twelve feet at the base, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said Bolles residence through the gate near the railroad crossing and across said Bolles pasture about 150 feet to point E above designated, and thence along said line; said right of way to be twelve feet wide.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty

feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be one hundred and fifty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Hiram H. Bolles for said sum.

3. Said transmission line shall cross land of Lee Holbrook situated in said Swanzy in the following location:

Beginning at a point about 90 feet easterly of the center line of the Ashuelot Railroad and in the southerly line of said Holbrook's land; thence north about 31 degrees east about 345 feet to a point (M) which is about 41 feet from the center line of said railroad; thence same direction about 440 feet to a point (N) which is about 42 feet from the center line of said railroad; thence north about 22 degrees 30 minutes east about 95 feet to a point in the northerly line of said Holbrook's land.

Said company shall have the right to erect and perpetually maintain at points M and N above specified A frames nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said premises at the northeast corner of said land; thence westerly on the north line of said tract about 240 feet to the transmission line, and thence along the same; said right of way to be twelve feet wide and the north line of said premises to be the north line of said right of way.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary

to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain in the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be fifty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Lee Holbrook for said sum.

4. The location of the above described transmission line across the property of the several owners, together with the location of the additional temporary rights of way above described, is shown on two duplicate blue print plans in detail accompanying this decree each marked No. D. 35 and authenticated by the attestation of the clerk of this commission; one of said blue prints to remain annexed to this decree and the other to be filed for record in the registry of deeds for Cheshire County.

5. All the rights herein described shall be exercised in a reasonably careful and prudent manner so that no injury which can be avoided or prevented by the exercise of reasonable care shall result to the lands in respect to which the same are granted, by reason of the construction, maintenance and operation of said lines.

6. The petition aforesaid, with the amendments thereto, and this final decree shall be recorded in the registry of deeds of Cheshire County.

Dated this twentieth day of December, 1911.

EDWARD C. NILES,  
JOHN E. BENTON,  
THOMAS W. D. WORTHEN,  
*Public Service Commission  
of New Hampshire.*

No. D—41.

KEENE GAS & ELECTRIC COMPANY AND ASHUELOT GAS  
& ELECTRIC COMPANY*vs.*FRED R. BROWN *et als.*

Filed November 15, 1911.

Order December 20, 1911.

PETITION FOR RIGHT OF WAY FOR THE BUILDING OF A HIGH POWER  
TRANSMISSION LINE FROM KEENE TO HINSDALE ACROSS LANDS  
OF THE RESPONDENTS.

Appearances: for the petitioners; Allen Hollis and Philip  
H. Faulkner: Fred R. Brown and T. J. Fitzgerald, *per se.*

## REPORT.

This petition, filed November 15, 1911, was the same in substance as the petition of the Keene Gas and Electric Company vs. E. C. Robertson, heretofore reported, except as to the landowners named. It stated that the interest of that company in the transmission line had been conveyed to the Ashuelot Gas and Electric Company,—also a petitioner,—and asked that the rights prayed for be granted to the latter company.

Hearings were had at Concord.

Leave was asked to construct the power transmission line over lands of Fred R. Brown, T. J. Fitzgerald, Frank Holbrook, Andrew Lafountain and Lizzie W. Hare, all in Swanzey. These lands are contiguous tracts, together constituting a strip about one hundred yards in width, lying between the highway and the right of way of the Ashuelot Railroad. The land is substantially all tillage land, under cultivation.

The landowners who appeared objected strenuously to the construction of the line through their tillage land, and urged that it be located on the opposite side of the highway. Commissioner Worthen, after the first hearing, went to Swanzey, and, with the landowners and representatives of the petitioners, made a thorough examination to determine whether any other route was practicable.

The line proposed follows along the side of the railroad right of way, as near as possible to the fence between the land of the respondents and that of the railroad. It takes the place of a wooden-pole transmission line owned by the first petitioner, which line is to be taken down. The steel A-frame towers,



spaced at about four times the distance between the wooden poles, are much less unsightly, and occupy little more space, being about nine feet in width and less than a foot in thickness. The amount of soil withdrawn from cultivation by one of these structures is inconsiderable, but of course they do furnish, so far as they go, an obstruction to cultivating the soil and harvesting the crops. Any landowner would naturally prefer not to have them in his tillage land.

Unquestionably the location selected by the petitioner is the very best available, from an engineering standpoint, and it is the best possible location in point of resulting damage, if the line is to pass through this land at all.

Whether we should take into account, in passing upon a request for the location of a line of this character, the reasonable prejudices of landowners against its construction in some particular location, and should compel the petitioning company to adopt some other equally, or at least reasonably, satisfactory location is a question which we are not in this case obliged to decide. For the location as prayed for is so greatly superior, from the point of view of the public good, to any other possible location, that we cannot properly compel the petitioner to go elsewhere. The actual damage from the construction of the line as proposed is very slight. The damages which we would be obliged to award if the line were constructed as suggested by the objecting landowners would be very large. And there would also be a very substantial increase in the cost of construction. And all this additional expense would have to be capitalized and made the basis for the collection of additional rates from the public. We believe it to be our duty to approve that location which is best from a practical standpoint, which causes the least damage to landowners, and involves the least expense in construction and maintenance.

We accordingly find that the public good requires, and that it is necessary, that the rights prayed for be granted.

The damage to land of this character consists principally in the increased difficulty of cultivation. Taking into account that factor, together with the damage done by entering on the land for construction purposes, and the permanent right of entry for purposes of patrolling and repairs, we are of opinion that on land situated as this is situated, the line being at the farthest possible point from the highway and immediately beside the railroad, the sum of twenty-five dollars for each tower fully covers all the damages, when there is no cutting of trees.

On the land of Fred R. Brown there are two A-frame towers,

and several trees of fair size will have to be cut. He will be awarded sixty dollars as damages.

On the land of T. J. Fitzgerald are two like towers. He is awarded fifty dollars as damages.

On the land of Frank Holbrook is one like tower. He is awarded twenty-five dollars as damages.

On the land of Lizzie W. Hare are two such towers. She is awarded fifty dollars as damages.

Settlement has been made with Andrew Lafountain, and we are not called upon to determine his damages.

A more particular description of the rights granted is contained in the order accompanying this opinion.

EDWARD C. NILES,

*For the Commission.*

Filed December 20, 1911.

Order No. 26.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Keene Gas & Electric Company and Ashuelot Gas and Electric Company vs. Fred R. Brown, T. J. Fitzgerald, Frank Holbrook, Andrew Lafountain and Lizzie W. Hare, filed November 15, 1911, praying for rights for its transmission line over land of said respondents, situated in Swanzey, in the County of Cheshire, in said State,

Said Public Service Commission having upon due notice to all parties in interest heard and determined the necessity of the rights prayed for and the compensation to be paid therefor, now this twentieth day of December, 1911, orders, adjudges and decrees as follows:

1. That it is necessary in order to meet the reasonable requirements of service to the public that the Ashuelot Gas and Electric Company, being a public utility subject to supervision under an act of the New Hampshire legislature passed at its session of 1911, entitled "An Act to Establish a Public Service Commission", should construct a transmission line of poles, towers, and wires across the land of the persons named in said petition as hereinafter more specifically set forth, and that said Ashuelot Gas and Electric Company and its successors and assigns, by virtue of its said petition and this decree, are and shall be entitled to construct a transmission line of steel towers



and other steel structures known as A frames in the locations hereinafter specifically set forth, and to string its wires upon said towers and structures, namely, electric transmission wires carrying a voltage of approximately 66,000 volts, one or more ground wires located on the top of said towers and structures and designed as protection against lightning, and telephone wires used in said Company's own business, and to place upon said towers and structures the necessary and suitable cross arms, brackets, insulators and other fixtures for supporting said wires; and also in maintaining and operating said transmission line to cut down or trim any trees or other growth on land adjoining the middle line thereof within a distance of fifty feet, so far as necessary in order to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; and also in patrolling and maintaining said line to have the perpetual right by its agents and servants to pass and repass along and under its lines of wires in the route hereinafter described; and also to have the temporary right, for construction purposes only, to pass and repass with men and teams from the highway across land of certain of the owners named in said petition to said line and along the same, as hereinafter specifically provided.

The rights aforesaid are more specifically described as follows:

2. Said transmission line shall cross land of Fred R. Brown situated in said Swanzev in the following location:

Beginning at a point in the north line of land of Lee Holbrook and in the south line of land of said Fred R. Brown, said point being about 95 feet northerly from a point (X) on land of said Lee Holbrook and about 36 feet easterly from the center line of the Ashuelot Railroad; thence northerly and nearly parallel with said railroad 292 feet to a point (O), said point being 40 feet easterly from the center line of said railroad; thence northerly at an angle of 6 degrees 35 minutes to the left and nearly parallel with said railroad 444 feet to a point (P), said point being 40 feet easterly from the center line of said railroad; thence northerly and nearly parallel with said railroad about 291 feet to a point in the north line of said Brown's land and in the south line of land of T. J. Fitzgerald, said point being 40 feet easterly from the center line of said railroad.

Said Company shall have the right to erect and perpetually maintain at points O and P above specified A frames nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said premises, beginning at the westerly side of the highway and at the south line of said Brown's land; thence north 46 degrees 45 minutes west about 345 feet to said line, and thence along the same; said right of way to be twelve feet wide and the south line of said premises to be the south line of said right of way.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided however that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be sixty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Fred R. Brown for said sum.

3. Said transmission line shall cross land of T. J. Fitzgerald situated in said Swanzy in the following location:

Beginning at a point in the south line of said Fitzgerald land and in the north line of land of Fred R. Brown, said point being 40 feet easterly from the center line of the Ashuelot Railroad; thence northerly and nearly parallel with said railroad about 66 feet to a point (Q), said point being 40 feet easterly from the center line of said railroad; thence northerly and nearly parallel with said railroad 421 feet to a point (R), said point being 40 feet easterly from the center line of said railroad; thence northerly and nearly parallel with said railroad 210 feet more or less to a point in the north line of said Fitzgerald's land and in the south line of land of Frank Holbrook, said point being 40 feet easterly from the center line of said railroad.

Said company shall have the right to erect and perpetually maintain at points Q and R above specified A frames nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary

and suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said premises, beginning at a point on the westerly side of said highway and about 27 feet northerly from the south line of said Fitzgerald's land; thence north 81 degrees 30 minutes west 131 feet; thence north 710 degrees west 150 feet to said line, and thence along the same; said right of way to be twelve feet wide.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided however that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be fifty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said T. J. Fitzgerald for said sum.

4. Said transmission line shall cross land of Frank Holbrook situated in said Swanzy in the following location:

Beginning at a point in the south line of said Holbrook's land and in the north line of land of T. J. Fitzgerald, said point being 40 feet easterly from the center line of the Ashuelot Railroad; thence northerly and nearly parallel with said railroad about 230 feet to a point (S), said point being 40 feet easterly from the center line of said railroad; thence northerly and nearly parallel with said railroad about 204 feet to a point in the north line of said Holbrook's land and in the south line of land of Andrew Lafountain, said point being 40 feet easterly from the center line of said railroad.

Said company shall have the right to erect and perpetually maintain at point S above specified an A frame nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and

suitable cross arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said premises, beginning at a point on the westerly side of said highway and in the south line of said Holbrook land; thence north 75 degrees 30 minutes west about 297 feet to said line, and thence along the same; said right of way to be 12 feet wide and the south line of said premises to be the south line of said right of way.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided however that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be twenty-five dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Frank Holbrook for said sum.

5. The petitioners having waived their petition for rights to cross land of Andrew Lafountain in said Swanzey no determination is made in respect thereto.

6. Said transmission line shall cross land of Lizzie W. Hare situated in said Swanzey in the following location:

Beginning at a point in the south line of said Hare's land and in the north line of land of Andrew Lafountain, said point being 40 feet easterly from the center line of the Ashuelot Railroad; thence northerly and nearly parallel with the said railroad about 217 feet to a point (T), said point being 40 feet easterly from the center line of said railroad; thence northerly and nearly parallel with said railroad 437 feet to a point (U), said point being 40 feet easterly from the center line of said railroad; thence northerly and nearly parallel with said railroad about 419 feet to a point in the north line of said Hare's land and in the southerly line of land of Pickett, said point being about 40 feet easterly from the center line of said railroad.

Said company shall have the right to erect and perpetually maintain at points T and U above specified A frames nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross arms, brackets, insulators, and other fixtures as described in paragraph numbered 1 of this decree.

Said company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said Company shall also have a temporary right for the purpose of constructing said line to pass and repass with men and teams from the highway passing said premises, beginning at a point on the westerly side of the highway and about 430 feet southerly from the north line of said Hare's land; thence north 70 degrees west 200 feet; thence south 80 degrees west about 95 feet to said line, and thence along the same; said right of way to be twelve feet wide.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided however that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This commission determines the compensation to be paid for the rights above specified to be fifty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Lizzie W. Hare for said sum.

7. The location of the above described transmission line across the property of the several owners, together with the location of the additional temporary rights of way above described, is shown on duplicate blue print plans in detail accompanying this decree each marked No. D 41 and authenticated by the attestation of the clerk of this commission; one of said blue prints to remain annexed to this decree and the other to be filed for record in the registry of deeds for Cheshire County.

8. All the rights herein described shall be exercised in a reasonably careful and prudent manner so that no injury which can be avoided or prevented by the exercise of reason-

able care shall result to the lands in respect to which the same are granted, by reason of the construction, maintenance and operation of said lines.

9. The petition aforesaid, with the amendments thereto, and this final decree shall be recorded in the registry of deeds of Cheshire County.

Dated this twentieth day of December, 1911.

EDWARD C. NILES,  
JOHN E. BENTON,  
THOMAS W. D. WORTHEN,  
*Public Service Commission  
of New Hampshire.*

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No. D—S.

BOSTON & MAINE RAILROAD.

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Filed July 15, 1911.

Order December 22, 1911.

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PETITION FOR AUTHORITY TO EXPEND PART OF THE PROCEEDS OF  
CERTAIN STOCK AND BOND ISSUES FOR PURPOSES DIFFERENT  
THAN THOSE HERETOFORE AUTHORIZED.

Appearances: for the petitioner; Edgar J. Rich, General Solicitor, and William J. Hobbs, Vice-President and General Auditor.

REPORT.

This is a petition by the Boston & Maine Railroad representing as follows:

"That on July 9, 1906, the Board of Railroad Commissioners authorized the issue of 42,037 shares of the common stock of said company, a portion of the proceeds of which was to be expended for the following purposes, namely,

\$410,000.00 for motive power and car department shops,  
407,806.50 for change of line, Portsmouth to Eliot.

That on March 16, 1909, the Board of Railroad Commissioners authorized an issue of bonds of the par value of \$11,700,000.00, a portion of the proceeds of which was to be expended for the following purposes, namely,

\$780,000.00 for new shops in the vicinity of Boston,  
780,000.00 for change of line between Portsmouth,  
N. H. and Eliot, Maine, including new  
bridge over the Piscataqua River.

45,000.00 for Bridge, East Somerville, Mystic Avenue.



That on December 27, 1910, the Board of Railroad Commissioners authorized the issue of 106,637 shares of the common stock of said company, a portion of which was to be expended as follows, namely,

\$1,310,000.00 for motive power and car department shops.

\* \* \*

That the total amounts authorized for those several purposes, as set forth above, together with the amounts expended to date on account of same, are as follows:

Purpose	Amount Authorized	Amount Expended and Appropriated
Shops .....	\$2,500,000.00	\$250,000.00
East Somerville Bridge.....	45,000.00	35,759.79
Change of line and new bridge, Portsmouth and Eliot.....	1,187,806.50	
		<hr/>
		\$285,759.79
Balance unappropriated.....		<hr/>
		3,447,046.71
	<hr/>	<hr/>
	\$3,732,806.50	\$3,732,806.50

\* \* That in the judgment of the Directors no further sums should be expended at the present time for the purposes duly authorized \* \* as \* above set forth."

The petition prays for authority to expend from said balance unappropriated, for the following purposes, the following sums:

"New equipment.....	\$1,300,000.00
Land at Lynn, Mass., for four tracks in connection with the abolition of grade crossings .....	850,000.00"

Paragraph (a) of Sect. 14 of "An Act to Establish a Public Service Commission" provides as follows:

"No railroad corporation or public utility shall issue any stock, bonds, notes or other evidence of indebtedness payable more than twelve months after the date thereof, without first procuring an order of the Commission authorizing the same.

\* \* No railroad corporation or public utility shall apply the proceeds of any stock, bonds or notes to any other purpose than those specified in the order of the commission authorizing the issue of the same. Every railroad corporation and public utility issuing stocks, bonds or other evidence of indebtedness subject to the provisions of this section shall file with the commission an account showing in such detail as the commission shall require the disposition of the proceeds of such issue:"

The inhibition against the expenditure of the proceeds of an issue of securities for any other purpose than those specified in the order of the commission authorizing the same appears to apply to issues authorized by the Board of Railroad Commissioners before the passage of said act as well as to issues authorized

by this commission. Accordingly if the orders of the Board of Railroad Commissioners authorizing the issues of securities described in this petition specified that the sums mentioned in the petition from the proceeds of such issues should be used for the particular purposes mentioned in the petition, the petitioner must procure authority from this commission before it can lawfully expend any portion of said sums for any other purposes.

A hearing was held on said petition at Concord on September 11, 1911.

Paragraph (b) of said Sect. 14 of said Act provides as follows:

"A railroad corporation for the purpose \* \* of abolishing grade crossings \* \* or of making permanent improvements or additions to its plant, rolling stock or appliances \* \* may from time to time, with the authority of the commission as herein provided, increase its capital stock or bonds."

All of said issues of securities mentioned in the petition were authorized by the Board of Railroad Commissioners as set forth in the petition, but the order made on July 9, 1906, does not specify the purposes for which the proceeds of the same shall be used except in a very general way. The terms of said order in that particular are as follows:

"ORDERED, That the approval of the board be hereby given to the issue by the Boston & Maine Railroad of additional shares of common stock not exceeding forty-two thousand and thirty-seven (42,037) in number, amounting at par value to four million two hundred three thousand seven hundred dollars (\$4,203,700), as an issue of capital stock reasonably necessary and of the amount required for the purpose of providing means for additions to rolling stock by the purchase of freight cars; for making permanent improvements in the property by the construction of additional tracks and the erection and equipment of shops connected with the power department, and for abolishing grade crossings."

Accordingly the petitioner does not require further authority to enable it to use the proceeds of that stock issue for the purposes now desired because the original order authorized such expenditure.

Said orders made March 16, 1909, and December 27, 1910, specify that from the proceeds of the issues of securities authorized thereby the sums named in the petition should be expended for the purposes named in the petition.

It was suggested in argument by counsel for the petitioner that if the purposes for which the petitioner desired to expend the proceeds of former issues of securities were purposes specified in said paragraph (b) as proper purposes for which



it might issue stock and bonds, then the question whether such expenditure ought to be made was wholly a question of business discretion to be determined by the Board of Directors of the petitioning corporation and was not subject to revision by this commission. Such an interpretation of the act would wholly nullify the provision in said paragraph (a) granting to this commission supervision over issues of securities, and cannot be accepted. The fact that the purpose for which it is desired to use the proceeds of securities issued, or to be issued, falls within the purposes enumerated as proper purposes for making issues of securities does not justify an order assenting to such issue, or to such use of proceeds, unless it also appears that the expenditure contemplated is reasonably necessary and will be for the public good.

The abolition of grade crossings in Lynn in the state of Massachusetts is a necessary improvement of the petitioner's property required to be made to promote the public safety, and provided for by the law of that state. The proposed increase in the number of tracks is designed to increase the capacity for transportation of the petitioner's road and to increase the safety of its operation.

It also appears from the testimony of the vice-president and general auditor of the petitioner that to meet the reasonable requirements of the petitioner's business it requires forty new locomotives which will cost \$600,000, forty new passenger cars which will cost \$400,000, and five hundred new freight cars which will cost \$500,000, making a total expenditure for new equipment of \$1,500,000.

Approximately \$200,000 of this expenditure, however, will not be properly chargeable to the capital account of the petitioner because it will be for the replacement of rolling stock worn out, and only such portion of expenditures for rolling stock or appliances as is made for "permanent improvements or additions" can be capitalized.

We are satisfied that the expenditure of the sums specified in the petition for the purposes specified are reasonably necessary for those purposes and that such expenditures will be for the public good.

An order will accordingly issue authorizing the expenditure for the purposes desired from the proceeds of the securities authorized to be issued by said orders of March 16, 1909, and December 27, 1910, of such an amount as, with the unexpended balance of the proceeds of said stock authorized to be issued by said order of July 9, 1906, will in all amount to \$2,150,000, being the amount desired to be used by the petitioner for the purposes named in the petition.

The order granting the same will require the petitioner to file with this commission a report, sworn to by its auditor or treasurer, on January first and July first of each year, setting forth in detail the expenditures made from each of said sums until the expenditure of the same shall have been fully accounted for.

JOHN E. BENTON.

*For the Commission.*

Filed December 22, 1911.

Order No. 27.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Boston & Maine Railroad, filed July 13, 1911, for authority to expend a part of the proceeds of certain stock and bond issues for purposes different than those heretofore authorized, it appearing that on July 9, 1906, the Board of Railroad Commissioners of the State of New Hampshire authorized the issue of 42,037 shares of the common stock of said company, as an issue of capital stock reasonably necessary and of the amount required for the purpose of providing means for additions to rolling stock by the purchase of freight cars; for making permanent improvements in the property by the construction of additional tracks and the erection and equipment of shops connected with the power department, and for abolishing grade crossings, and that on March 16, 1909, the Board of Railroad Commissioners authorized an issue of bonds of the par value of \$11,700,000.00, a portion of the proceeds of which was to be expended for the purposes following, namely,

\$780,000.00 for new shops in the vicinity of Boston,  
780,000.00 for change of line between Portsmouth,  
N. H. and Eliot, Maine, including new  
bridge over Piscataqua River.  
45,000.00 for bridge, East Somerville. Mystic Avenue,

and that on December 27, 1910, the Board of Railroad Commissioners authorized the issue of 106,637 shares of the common stock of said company, a portion of which was to be expended as follows, namely,

\$1,310,000.00 for motive power and car department shops,

and it further appearing that from the proceeds of the stock authorized to be issued by said order made July 9, 1906, and from the amounts specified to be used from the proceeds of the securities authorized to be issued by said orders made March 16, 1909, and December 27, 1910, for the purposes above specified, there remains unexpended the sum of \$3,447,046.71, and it further appearing that said Boston & Maine Railroad does not desire at this time to use the said sums remaining in its hands for said purposes specified, but does desire to use therefrom, for the following purposes, the following sums, namely,

New Equipment, .....	\$1,300,000.00
Land at Lynn, Mass., for four tracks in connection with the abolition of grade crossings, .....	\$50,000.00

and it further appearing that said sums proposed to be used for said purposes by said Boston & Maine Railroad are reasonably necessary for said purposes, and that the expenditure of the same as proposed will be for the public good, it is

ORDERED, that said Boston & Maine Railroad be and is authorized to expend from the portions of the proceeds of said securities authorized to be issued by said orders of the Board of Railroad Commissioners made March 16, 1909, and December 27, 1910, such a sum as with the balance of the proceeds of said stock authorized to be issued by the order of said Board made July 9, 1906, remaining unexpended, will amount in all to the sum of \$2,150,000.00, as follows,

For New Equipment, .....	\$1,300,000.00
For land at Lynn, Mass. for four tracks in connection with the abolition of grade crossings, .....	\$50,000.00

and it is

FURTHER ORDERED, that on January first and July first, of each year, said Boston & Maine Railroad shall make a report to this Commission, duly sworn to by its Auditor or Treasurer, setting forth in detail all expenditures made from each of said sums, until the expenditure of the same shall have been fully accounted for.

By order of the Public Service Commission this twenty-second day of December, 1911.

JOHN E. BENTON,  
*Clerk.*

No. D—36.

## CANTERBURY &amp; BOSCAWEN TELEPHONE COMPANY.

Filed October 30, 1911.

Report December 22, 1911.

PETITION (FOR PERMISSION TO PLACE POLES AND WIRES IN THE  
PUBLIC STREETS IN WARD 1, CONCORD.

Appearances: for the petitioner; Martin & Howe; for the New England Telephone & Telegraph Company; Matt B. Jones and Edward K. Woodworth.

## REPORT.

This is a petition by the Canterbury & Boscawen Telephone Company representing that it is now doing business in the towns of Canterbury, Boscawen and London; that it also has certain lines and telephones on private property in Ward 1 in the City of Concord; that the Board of Mayor and Aldermen in said city have granted it a location to place its poles and wires on the public streets in said Ward 1, and praying "that permission be granted to it \* \* to place poles and wires in the public streets in said Ward 1, agreeably to the act of the legislature, January Session 1911, establishing a Public Service Commission."

A hearing was held in Concord on December 2, 1911. The facts are as stated in the petition. The business of the petitioner in Canterbury, Boscawen and Loudon comprises nearly all of its business, but it has about a dozen subscribers in said Ward 1 and has had approximately that number for several years. From these subscribers the usual rates have been collected. The lines with which such subscribers are connected are in Concord located upon private land.

The New England Telephone & Telegraph Company is engaged in the business of transmitting telephone messages in Concord, with lines and subscribers in all parts of the city. It objects to the extension of the petitioner's lines, and opposes the granting of this petition.

Paragraph (a) of Sect. 13 of "An Act to Establish a Public Service Commission" which took effect May 15, 1911, provides as follows:

"No public utility shall commence within this state the business of transmission of telephone or telegraph messages or of supplying the public with gas, electricity or water, or shall

engage in such business or begin the construction of a plant, line, main or other apparatus or appliance intended to be used therein in any city or town in which at the time it shall not already be engaged in such business, or shall exercise any right or privilege under any franchise hereafter granted (or any franchise heretofore granted but not heretofore actually exercised) in such town, without first having obtained the permission and approval of the Commission."

It is under this section that the petition before us was filed.

At the hearing, argument was invited upon the question whether the petitioner requires permission from this commission to extend its lines in Concord inasmuch as it already has subscribers in that city.

Counsel for said New England company argued that the petitioner was not "engaged in business" in Concord on May 15, 1911, within the intent of the act aforesaid, because it had not then been granted any franchise by said city, and, because it was not in a position to meet the needs of the public generally for telephone service, and did not hold itself out as willing to do so.

The term "public utility" is in paragraph (c), Sect. 1 of said act defined as including "every corporation, company \* \* and person \* \* , owning, operating or maintaining any plant or equipment *or any part of the same* for the conveyance of telephone or telegraph messages or for the manufacture or furnishing of light, heat, power or water for the public, or owning or operating any ferry or toll bridge."

It is very clear that the definition of the term "public utility" is so broad as to include persons and corporations engaged in the kinds of business specified, whether or not they have found it necessary to procure franchises from the public for the convenient transaction of their business.

If the legislature had intended to compel every such public utility to procure the consent of this commission to the extension of its business in a town or city in which a public franchise had not been secured by it, as argued by the counsel for said New England company, it is not easy to conceive why to the words "engaged in such business," the words "under a franchise," were not added. Since the legislature did not use those words we do not see how they can be inserted now by interpretation.

The contention that to be "engaged in business" in a town a utility must hold itself out as ready to meet all of the demands of the public in that town for the kind of service rendered by it does not seem any more tenable. Numerous utilities

are of limited capacity for service, and having reached their limit are obliged to decline to make extensions. It also often happens that a utility declines to make extensions because it believes that the receipts resulting from the same would not yield a satisfactory profit on the necessary investment. This was recognized by the legislature when it provided in the act creating this commission that the commission should have power "to order all reasonable and just \* \* extensions of service."

The petitioner has lines of wires and telephones in Concord, and has for years been transmitting telephone messages over those lines for its subscribers in that city for the same compensation paid it for performing the like service elsewhere. The performance of such service for compensation is its only business anywhere, and to hold that it is not "engaged in the business of transmission of telephone \* \* messages" in Concord would be to refuse to the language used by the legislature its common and obvious meaning.

Our conclusion is that the petitioner was, on May 15, 1911, and is now, "engaged in the business of transmission of telephone \* \* messages" in Concord, and that it does not require the permission of this commission to any extension of its lines in that city which it may desire to make. Accordingly, the prayer of the petition will not at this time be granted. The petition, however, will not be dismissed, and if it shall at any time in the future appear that the petitioner will be prevented from proceeding with the construction of its proposed extension because such permission has not been obtained, we will, upon application, consider the question of the public good involved, and make such order as the facts may warrant.

JOHN E. BENTON,  
*For the Commission.*

Filed December 22, 1911.



No. D—11.

W. H. SHATTUCK *et als.*

vs.

BOSTON & MAINE RAILROAD.

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Filed August 2, 1911.

Order December 26, 1911.

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PETITION FOR LEAVE TO LAY OUT GRADE CROSSING OVER BOSTON  
& MAINE RAILROAD IN NASHUA.

Appearances: for the petitioners: Doyle & Lucier, Stephen S. Hallinan: for the Boston & Maine Railroad; Hamblett & Spring: for the City of Nashua; William H. Barry, Mayor. and H. A. Burke, City Solicitor.

REPORT.

This is a petition by W. J. Shattuck and twenty-two other citizens of Nashua praying for an order granting the consent in writing of this commission to the laying out at grade over the Acton Branch of the Boston & Maine Railroad in Nashua of a new highway to be known as Nagle Street, for the laying out of which a petition is pending before the Board of Mayor and Aldermen in said city.

A hearing was begun at the City Hall in Nashua on September 13, 1911, but was continued by agreement of the parties until November 23, 1911, when a view was taken of the proposed highway and crossing and a full hearing was had at said City Hall. From the view taken and the evidence presented it appears that Nagle Street, as petitioned for, would extend from Lake Street in said Nashua easterly a distance of eighteen hundred feet to Pine Street as laid out, at a point opposite the house of Caroline Holden. Less than four hundred and fifty feet of this distance would be east of the railroad.

There are eight houses and thirty-two lots and tracts of unimproved land upon the proposed street, six of said houses and twenty-seven of said lots and tracts lying west of the railroad and one house and five lots and tracts east of the same. Two of these tracts east of the railroad would make several house lots; the others are small. In addition to said house east of the railroad there is one other house on the same side of the railroad which would be somewhat accommodated by the new street, if laid out. That is all.

This commission is charged with all the powers and duties formerly exercised and performed by the Board of Railroad Commissioners, and this petition comes here under Sect. 2 of Chapter 159 of the Public Statutes which provides as follows:

"SECT. 2. No railroad hereafter constructed shall cross another railroad, a highway or other way, at grade, without the consent in writing of the board of railroad commissioners is first obtained; nor shall any highway be hereafter laid or constructed across a railroad at grade without the like consent of the railroad commissioners: *Provided, however*, that one half of such additional expense as may result from the construction of the highway or crossing substituting for the highway or crossing to which the commissioners refuse their consent shall be paid by the railroad corporation, and so much of the other half as the commissioners may award against said railroad corporation; and either party shall have the right of appeal from the decision of the commissioners to the supreme court."

The evident purpose of the statute is to restrict to a minimum the establishment of grade crossings.

In the ten years ending with 1910 no less than 272 persons were killed upon grade crossings in Massachusetts. In New Hampshire 49 persons met a like fate in the same period, and 6 during the past year. The number of injured is not known. In the United States in the five years ending with 1909 the number killed upon grade crossings was 4,346, and the number injured 8,508.

So appalling is the loss of life upon grade crossings that the neighboring states of Massachusetts and Vermont, as well as several other states of the Union, have entered upon a settled policy looking towards the elimination of all existing grade crossings at the joint expense of the railroads and the public. The law in Vermont went into operation January 1, 1907, and before June 30, 1910, seventy-two grade crossings had been ordered eliminated at an expense of \$329,922.82. Of this sum 65% was paid by the railroads, 25% by the state and 10% by municipalities. From 1890 to 1910 in Massachusetts the vast sum of \$34,372,048.08 was expended in the same way, the division between the railroads, the state and municipalities being the same as in Vermont.

In New Hampshire legislative provision for the abolition of grade crossings at the joint expense of the railroads and the public has been long advocated. The matter was discussed by the New Hampshire Board of Railroad Commissioners in its annual report for 1908, and the enactment of legislation similar to that in Vermont and Massachusetts was earnestly urged in the annual reports of said board for 1909 and 1910.



It is not improbable that grade crossings which are permitted to be established will some time have to be removed by the substitution of underpasses or overhead crossings at large expense both to the railroads and to the public. There are already thirty-six grade crossings in Nashua. If the city is in the future obliged to aid in their abolition the burden will be heavy enough if their number is not increased.

In view of these facts and of the evident intent of the statute under which we are called upon to act, we cannot find that it would be for the public good to permit that part of the proposed highway which falls within railroad limits to be laid out at grade.

The two houses and unimproved land lying east of the railroad will not be left without access to the streets of the city if no crossing is constructed at the point where we are asked to authorize a crossing. Pine Street, which has already been legally laid out by the Board of Mayor and Aldermen but not yet prepared for travel, offers a more direct route to the center of the city than Nagle Street would afford, if laid out as proposed. So far as that part of Nagle Street which lies west of the railroad is concerned, the Board of Mayor and Aldermen can, of course, lay out the same without consent from this commission.

The opening of a crossing over the railroad as desired by the petitioners would undoubtedly be in some ways for the convenience of owners of property on both sides of the railroad, but it is far from being necessary to such a degree as to require the disregard of a well-settled public policy established for the protection of the travelling public.

For the reason stated, the petition for the consent of this commission to the construction of the proposed highway across the railroad at grade will be denied.

The statute quoted above apparently contemplates an apportionment of the expense of carrying the proposed highway over or under the railroad in any case where the commission shall refuse its consent to the laying out of a crossing at grade. But in this case it was at the hearing represented to the commission that the City of Nashua did not desire to construct the highway across the railroad if it might not do so at grade. Accordingly we have given no consideration to the question of what a just apportionment of the expenses of such construction, if to be made, would be.

JOHN E. BENTON,  
*For the Commission.*

## Order No. 29.

## STATE OF NEW HAMPSHIRE.

## PUBLIC SERVICE COMMISSION.

In the matter of the petition of W. J. Shattuck et als. vs. Boston & Maine Railroad, filed August 2, 1911, praying for an order granting the consent in writing of this Commission to the laying out at grade over the Acton Branch said railroad in Nashua of a new highway to be known as Nagel Street, it appearing, after due notice and hearing, that the prayer of the petition cannot be granted consistently with the public good, it is

ORDERED, that the petition be and hereby is dismissed.

By order of the Public Service Commission this twenty-sixth day of December, 1911.

JOHN E. BENTON,  
*Clerk.*

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No. D—44.

## FITCHBURG RAILROAD.

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Filed December 4, 1911.

Order December 26, 1911.

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PETITION FOR AN ORDER AUTHORIZING AN ISSUE OF BONDS AND THE APPLICATION OF A BALANCE OF PROCEEDS FROM A SALE OF STOCK AUTHORIZED BY ORDER OF NEW HAMPSHIRE BOARD OF RAILROAD COMMISSIONERS, DECEMBER 10, 1910, TOWARDS THE PAYMENT OF PERMANENT ADDITIONS AND IMPROVEMENTS TO THE COMPANY'S PROPERTY.

Appearances: for the petitioner: George O. Foster. Treasurer.

## REPORT.

This is a petition by the Fitchburg Railroad Company praying for an order authorizing the issue by it of bonds amounting at par to \$1,200,000 to be dated January 1, 1912, to be payable in twenty years from date and to bear interest at four and one-half per cent. per annum, the proceeds to be used for the payment of a portion of its funded debt and for the payment for permanent additions and improvements to its property; also

praying for authority to use for the latter purpose the balance of the proceeds of four thousand shares of stock authorized to be issued by an order of the Board of Railroad Commissioners made December 1, 1910, said balance amounting to \$7,262.38.

A hearing on said petition was held at Concord, December 23, 1911.

It appears that \$100,000.00 of the bonds of the Brookline & Pepperell Railroad Company, which were assumed by the Fitchburg Railroad Company when it acquired that road, matured on December 1, 1911, and that the same were taken up and are now held by the Boston & Maine Railroad.

It also appears that the lease of the petitioner's road to the Boston & Maine Railroad, made June 30, 1900, contains the following provisions:

"Permanent improvements upon the lessor's property \* \* if made by the lessee's directors with the assent of the directors of the lessor \* \* shall be paid for from time to time by the lessor and sale \* \* of additional stock and bonds of the lessor as the lessee may from time to time request. \* \* \*

The lessee shall have the right to make such changes in the passenger or freight stations, tracks and terminal points of the lessor, to establish such new stations and to agree with other corporations for such union stations \* \* as the safety and accommodation of the public and the convenient and economical transaction of business may in its judgment require \* \* also the right to make permanent additions to and improvements upon the demised premises \* \* so far as the cost of such new buildings, structures and bridges exceeds the cost of restoring such old buildings, structures and bridges to as good condition as when new."

The Boston & Maine Railroad, with the assent of the petitioner's Board of Directors, has made permanent additions and improvements to the petitioner's property which are shown in detail upon a schedule filed with the petitioner.

The portion of the cost of such permanent additions and improvements for which the petitioner is chargeable under the terms of the lease is \$1,088,232.40 for expenditures already made. That amount will be increased when improvements now making are fully completed. The Boston & Maine Railroad has requested the petitioner to issue its bonds as proposed for the purpose of paying the amounts due it and the amounts which it is expending, as stated.

The petitioner intends to use the proceeds of said proposed issue of bonds for the purpose of paying said \$100,000.00 of said Brookline & Pepperell bonds and for the purpose of paying its indebtedness to said Boston & Maine Railroad on account of said permanent additions and improvements to its property.

It also appears that on December 1, 1910, the Board of Railroad Commissioners authorized the Fitchburg Railroad Company to issue not exceeding four thousand shares of its stock at par value of \$400,000.00

"as an issue of stock reasonably necessary and of the amount required for paying the necessary cost of permanent additions to and improvements in the railroad property of the petitioner, made by the Boston & Maine Railroad in accordance with the provisions of the lease of its railroad, and described in the schedule on file. \* \* Any excess in the proceeds of these shares over the amount to be applied as above stated shall be sum of \$7,262.38 which it desires authority to expend in the improvements in the property of the petitioner as the Board shall hereafter approve."

From the proceeds of said four thousand shares of stock there remains unexpended in the hands of the petitioner the sum of \$7,262.38 which it desires authority to expend in the payment to the Boston & Maine Railroad for permanent additions and improvements as aforesaid.

The purpose for which it is desired to expend the proceeds of said proposed issue of bonds and the balance of said issue of stock being lawful purposes and consistent with the public good, an order will issue as prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed December 26, 1911.

Order No. 28.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Fitchburg Railroad Company, filed December 4, 1911, praying for authority to issue bonds of par value of \$1,200,000.00 to be dated January 1, 1912, to be made payable in twenty years from that date and to bear interest at four and one-half per cent per annum, payable semi-annually, and for authority to use the balance of the proceeds of four thousand shares of stock authorized to be issued by the Board of Railroad Commissioners on December 1, 1910, said balance amounting to \$7,262.38, it appearing after public notice and hearing that the petitioner desires to use the proceeds of said bonds and said balance of proceeds of said issue of stock for the purpose of paying \$100,000.00 in reduction of its funded debt and the balance for the purpose of paying the Boston &

Maine Railroad the portion of the cost of permanent additions and improvements to the property of said Fitchburg Railroad Company with which said Fitchburg Railroad Company is chargeable under the terms of its lease to said Boston & Maine Railroad, dated June 30, 1900, and that the expenditure of the same for said purposes is consistent with the public good, and that the entire balance of proceeds of said stock and the entire proposed issue of said bonds are reasonably requisite for the said purposes, it is

ORDERED, that said Fitchburg Railroad Company be and is authorized to issue its bonds for the amount of \$1,200,000.00 at par, the same to be dated January 1, 1912, to be payable in twenty years from that date and to bear interest at four and one-half per cent per annum, payable semi-annually, and it is

FURTHER ORDERED, that the proceeds of said bonds shall be used only for the following purposes:

1. For the payment of said \$100,000.00 of Brookline & Pepperell Railroad Company bonds, and

2. For the payment to said Boston & Maine Railroad of such part of the cost of permanent additions and improvements to the property of said Fitchburg Railroad Company as said Fitchburg Railroad Company is chargeable with under the terms of its lease, dated June 30, 1900, and it is

FURTHER ORDERED, that said Fitchburg Railroad Company be and is authorized to expend for the same purpose the sum of \$7,262.38, being a balance remaining in its hands unexpended from the proceeds of four thousand shares of stock authorized to be issued by an order of the Board of Railroad Commissioners made December 1, 1910, and it is

FURTHER ORDERED, that said Fitchburg Railroad Company on January first and July first of each year shall file with this Commission a detailed statement sworn to by its auditor or treasurer setting forth the additions and improvements made to its property which shall be paid for wholly or in part out of the proceeds of said bonds or out of said balance of the proceeds of said issue of stock, until the expenditure of the whole of said proceeds shall have been accounted for, said statement to show the cost of each addition or improvement and the portion thereof chargeable to the Fitchburg Railroad Company, *provided, however*, that said statement shall not include additions and improvements shown upon the schedule filed with the petition upon which this order is issued.

By order of the Public Service Commission this twenty-sixth day of December, 1911.

JOHN E. BENTON,

*Clerk.*

No. D—67.

## FITCHBURG RAILROAD

Filed April 11, 1912.

Order May 9, 1912.

PETITION FOR PERMISSION TO PAY THE EXPENSE OF ISSUING \$1,200,-  
000  $4\frac{1}{2}\%$  20-YEAR BONDS, DATED JANUARY 1, 1912, OUT OF THE  
PREMIUM RECEIVED FROM THE SALE OF SAID BONDS.

Appearances: for the petitioner; George O. Foster, Treasurer.

## REPORT.

After the foregoing opinion of the commission was filed and after an order had been issued thereon, the petitioner filed a supplementary petition stating that the bonds authorized by said order had been issued and sold at a premium of \$34,608; that the expense of attending hearings to procure authority for said issue, for advertising hearings, and of actually issuing bonds, including the expense of new register and coupon records, and engraving, and certification, and printing, amounted to \$941.50, which the petitioner desired authority to pay out of the premium so received.

The statutory authority under which a railroad corporation may increase its stock or bonds is found in paragraph (b) of section 14 of "An Act to Establish a Public Service Commission," which section is a re-enactment of section 1 of chapter 19 of the Laws of 1897.

The section provides that "A railroad corporation for (various specified purposes) may from time to time, with the authority of the commission as herein provided, increase its capital stock or bonds."

Section 14 of said act in part provides: "Upon petition of the directors of a railroad corporation or public utility the commission shall, after public notice and hearing, determine the amount of stock or bonds which in its opinion is reasonably requisite for the purposes for which the issue is to be made, and shall within thirty days after final hearing upon such petition file in the office of the secretary of state a certificate setting out the amount of the increase which it has authorized, and the purposes for which the proceeds of such new stock or bonds may be used. No railroad corporation or public utility shall



apply the proceeds of any stock, bonds or notes to any other purpose than those specified in the order of the commission authorizing the issue of the same."

The act does not specifically provide that from the proceeds of stock or bonds authorized as aforesaid to be issued the actual expense of procuring consent of this commission to make the issue and the expense of engraving and actually issuing the same may be expended, and the original order made in this case does not authorize the payment of such expense out of such proceeds. As such expense, is, however, an unavoidable incident to the issue of stock or bonds, the legislature must have contemplated that it should be paid from some source.

The petitioning railroad corporation is an inactive corporation in the sense that it does not operate its own properties, the same being operated by the Boston & Maine Railroad under a lease. The lease contains provisions, set forth in the opinion heretofore filed, providing for the making of permanent improvements upon the leased property to be paid for by an issue of stock or bonds to be made by the lessor. There is no provision in the lease for the payment by the lessee of the expense necessarily incident to the actual issuance of such stock or bonds, except "expenses consequent upon or incidental to the renewal or refunding of the lessor's indebtedness or that of any road owned, leased, or operated by it."

Many of the railroad properties in the state are operated by the Boston & Maine Railroad under leases containing similar provisions. Of these facts the legislature was, of course, cognizant when the statutes which have been referred to were enacted.

Inasmuch, therefore, as these railroad corporations have no way of meeting the expense of issuing stock and bonds except from the proceeds of the same, the authority to issue stock and bonds for certain purposes must by necessary implication authorize the use of such part of the proceeds of such stock and bonds as may be actually necessary to pay the expense directly connected with the actual issuance of the same, such as the expense here under consideration.

An order will accordingly be made modifying the previous order in this case so far as to permit such expense to be paid from the proceeds of the sale of the bonds authorized.

JOHN E. BENTON,

*For the Commission.*

Filed May 9, 1912.

Order No. 60.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Fitchburg Railroad Company, filed December 4, 1911, as amended by a supplementary petition, filed April 11, 1912, it is

ORDERED, that said Fitchburg Railroad Company may pay from the proceeds of the bonds authorized to be issued by an order of this commission, made December 26, 1911, the sum of \$941.50, being the expense actually incurred in the issuance of said bonds as set forth in said supplementary petition; and said order is so far modified and amended as to permit and authorize such payment.

By order of the Public Service Commission this ninth day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—43.

WHITE MOUNTAIN TELEPHONE & TELEGRAPH COMPANY  
AND COÖS TELEPHONE COMPANY.

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Filed November 27, 1911.

Order December 29, 1911.

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PETITION FOR TRANSFER OF A CERTAIN PORTION OF PLANT, PROPERTY AND FRANCHISES OF THE WOODSVILLE TELEPHONE COMPANY.

Appearances: for the petitioners; Matt B. Jones and Allen Hollis.

REPORT.

This is a petition by the White Mountain Telephone & Telegraph Company and the Coös Telephone Company praying for the approval by this commission of a sale by said White Mountain Telephone & Telegraph Company to said Coös Telephone Company for fifty-four hundred dollars (\$5400) of all that portion of the plant, property and franchises formerly owned by the Woodsville Telephone Company which is located in the



town of Lisbon, the northerly portion of the town of Landaff and in the town of Bath north of the Bath postoffice village, being all that portion connected with the Lisbon exchange of said Woodsville Telephone Company.

Said Coös Telephone Company is already engaged in business in Lisbon, having an exchange and a large number of subscribers in that town. If the proposed sale to it of the former properties of the Woodsville Telephone Company is made it will be able to serve the entire territory through a single exchange, thereby avoiding a duplication of expense. There is no opposition made to the proposed sale, and it appears to be in the public interest. The price to be paid by the purchasing corporation is proportional to the cost incurred by the White Mountain Telephone & Telegraph Company in the purchase of the entire property of said Woodsville Telephone Company, under the order of this commission dated September 20, 1911, assenting to such purchase.

An order will issue approving the proposed contract of sale in accordance with the prayer of the petition.

JOHN E. BENTON,  
*For the Commission.*

Filed December 29, 1911.

Order No. 30.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the White Mountain Telephone & Telegraph Company and the Coös Telephone Company, filed November 27, 1911, praying for the approval by this Commission of a contract for the sale by said White Mountain Telephone & Telegraph Company to said Coös Telephone Company of that portion of the plant and property formerly owned by the Woodsville Telephone Company which is located in the town of Lisbon, the northerly portion of the town of Landaff and in the town of Bath north of the Bath postoffice village, being the lines and property connected with what was formerly the Lisbon exchange of said Woodsville Telephone Company for the sum of fifty-four hundred dollars, a copy of which contract was filed with said petition, it appearing after public notice and hearing that said contract may be approved consistently with the public good, it is

ORDERED, that said contract and the transfer to be made in accordance with the provisions thereof be and are approved.

By order of the Public Service Commission this twenty-ninth of December, 1911.

JOHN E. BENTON,  
*Clerk.*

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No. D—28.

FERDINAND BOIVIN et als.

*vs.*

BERLIN WATER COMPANY.

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Filed October 7, 1911.

Disposed of December 30, 1911.

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PETITION FOR BETTER SERVICE AT BERLIN HEIGHTS.

Appearances: for the petitioners; J. Howard Wight.

Notice of the petition was given to the respondent October 7, 1911, and by agreement the case stood without order for hearing to permit the respondent to make improvement in service agreed upon with the petitioners.

On December 30, 1911, a letter having been received from counsel for the petitioners, dated December 29, 1911, advising of an arrangement which had been made with the water company, the petition was placed on file to be brought forward upon request of the petitioners.

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No. D—45.

MILFORD LIGHT & POWER COMPANY.

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Filed December 5, 1911.

Order December 30, 1911.

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PETITION FOR AUTHORITY TO ISSUE ADDITIONAL PREFERRED STOCK  
AMOUNTING TO \$16,000.

Appearances: for the petitioner; Philip H. Farley, President, and Streeter, Demond & Woodworth, counsel.

## REPORT.

This is a petition by the Milford Light & Power Company praying for authority to issue preferred stock to the amount at par of \$16,000.00 for the purpose of providing funds for paying indebtedness incurred in making permanent additions and improvements to the company's property.

A hearing was held on said petition at Concord on December 23, 1911.

It appears that the petitioner has recently expended more than \$16,000.00 for permanent additions and improvements to its plant and works and desires to use the proceeds of the proposed issue of stock for the purpose of paying indebtedness so incurred.

The present capitalization of the petitioning corporation is \$150,000.00 of common stock, \$29,000.00 of preferred stock and \$150,000.00 of bonds. If the proposed issue of stock is made the entire capitalization of the corporation will accordingly be \$345,000.00. Whether that will be an over capitalization, we have not felt it our duty to learn by an appraisal of the plant by engineers of the commission and by other investigation.

The purpose of placing issues of stock and bonds by public utilities and railroad corporations under the supervision of the commission is not indicated in the statute except by the provision that

"Upon petition \* \* the commission shall, after public notice and hearing, determine the amount of stocks or bonds which in its opinion is reasonably requisite for the purposes for which the issue is to be made."

The inclusion of this provision in the statute was doubtless caused by the belief that in the past public service corporations have sometimes issued capital stock greatly in excess of the value of their properties devoted to public uses, and have then sought to collect from the public rates sufficient to enable them to pay dividends upon all of such stock. To prevent issues of stock or bonds in the future for speculative purposes or to afford opportunities for promoters' profits beyond the fair value of services in promotion, we take it to be clearly the purpose of the statute. Beyond that we do not take it that we can go consistently with the best interests of the public.

The fact that a utility has outstanding stocks and bonds to a greater amount than the value of its plant and works does not enable that utility to make additions and improvements without

cost. If it does not have money in its treasury with which to make such improvements the only practicable way in which it can secure the same is to issue securities. If additions and improvements are reasonably necessary to enable it to meet the demands of the public for service, the public good demands that such securities shall be issued wholly irrespective of the amount of securities already outstanding.

When an application is made to this commission for authority to issue securities we take it that the questions for the commission to determine are whether the purposes for which it is desired to expend the proceeds of such stock or bonds are such purposes as will promote the public good, and whether the amount of securities proposed to be issued is reasonably requisite for those purposes. The kind of securities and the form in which they are to be issued may also be subject to the supervision of the commission.

Inasmuch as the approval of a proposed issue of securities for any purpose does not involve a determination that the property of the corporation making such issue devoted to public uses is fairly worth the total amount of its securities outstanding, it follows that such approval cannot at any time be urged as a reason for allowing the corporation to charge rates sufficient to enable it to pay dividends at any given rate on such securities.

Whenever the commission is called upon to exercise its rate-making powers it must be governed by the fair value of the property devoted to public uses in the performance of the service for which a rate is to be fixed. In determining such fair value the amount of stock and bonds outstanding, if entitled to consideration at all, is entitled to very slight consideration, and the question whether the issuance of such stock and bonds or any part of the same has been with the approval of any regulatory commission cannot be entitled to any weight at all, because it will not be relevant to the question of the fair value of the property involved.

The following quotation from the report recently made to the President of the United States by the Railroad Securities Commission is pertinent:

"The value of a share of stock is essentially variable, its profit essentially indeterminate. There is a persistent tendency to ignore this distinction; to emphasize unduly the face value of the stock; to treat the shares in a railroad or other public service corporation as claims against the community for the number of dollars they represent, rather than as fractional interests in a more or less hazardous enterprise, in which the

investors took risks of loss and chances of profit; to allow corporations to claim immunity from public regulation when the dividend on the face value of the shares is below the prevailing rate of interest; and subject them to vexatious attacks when this dividend is above the prevailing rate of interest, even when such profit may be a fair compensation for risks actually incurred in the past or a necessary incentive for the investment of new capital and the taking of new risks in the future. \* \* Sometimes stock has been issued by the promoters of a company to themselves as a reward for their services in organization and management. Sometimes it has been issued in exchange for rights of way and other forms of assistance to the construction of a new road, without much regard to the cash value of the consideration received. Sometimes it has been issued to stockholders to represent the increased value of their property, actual or prospective, on the theory that such value represents undivided profits which the stockholders have not received or do not receive in cash, and are therefore entitled to obtain in scrip. Sometimes it has been issued in reorganizations, consolidations, or in exchange for the stock of other companies, on terms not really warranted by the facts in the case. Sometimes stock so issued as full paid has been given as a bonus to induce people to subscribe for bonds."

The suggestion that stock and bonds are to be considered in determining the fair value of the property of a public service corporation was made in *Smyth v. Ames*, 169 U. S. 466-7, the leading case on that subject. In that case the court said:

"In order to ascertain that value, the original cost of construction, the amount expended in permanent improvements, the amount and market value of its bonds and stock, the present as compared with the original cost of construction, the probable earning capacity of the property under particular rates prescribed by statute, and the sum required to meet operating expenses, are all matters for consideration, and are to be given such weight as may be just and right in each case. We do not say that there may not be other matters to be regarded in estimating the value of the property. What the company is entitled to ask is a fair return upon the value of that which it employs for the public convenience. On the other hand, what the public is entitled to demand is that no more be exacted from it for the use of a public highway than the services rendered by it are reasonably worth."

Following the rule thus laid down it has been frequently said that securities outstanding must be considered in determining the fair value, but it is obvious that the weight which it is "just and right" should be given to securities must vary in each case, and that it will depend upon the closeness with which the aggregate of such securities approximate the cost of the property represented. In *Smyth v. Ames* the court recognized this principle as is shown by the following portion of the opinion:

"If a railroad corporation has bonded its property for an amount that exceeds its fair value, or if its capitalization is largely fictitious, it may not impose upon the public the burden of such increased rates as may be required for the purpose of realizing profit upon such excessive valuation or fictitious capitalization; and the apparent value of the property and franchises used by the corporation, as represented by its stocks, bonds and obligations, is not alone to be considered when determining the rates that may reasonably be charged."

We have thought it best to suggest these principles of general application at this time because it is the first case where we have been asked to approve an issue of securities for the making of improvements and additions, and we conceive that it will be important that it should be known what policy should be followed by this commission in exercising the power of supervision granted to it by the statute. It must be understood that in discussing the matter in this case we do not intend to intimate that it is our opinion that the petitioner's property is of less value than \$345,000.00. Evidence was offered before us at the hearing that it was of that value, but for the reasons stated we have not made any investigation as to its value, nor considered the evidence offered upon that point.

The vote of the petitioner's stockholders authorizing the issue of said proposed new stock provides that the same

"shall be entitled to the same rights and terms of preference as the preferred shares (before issued) \* \*, namely,—to dividends in preference and priority to the common shares heretofore authorized or which may hereafter be authorized at the rate of seven per cent. per annum, payable semi-annually on the first days of January and July of each year, beginning with the first day of July, 1912, out of any net profits of the corporation available for dividends, which dividends shall be cumulative; that is to say, if not earned and paid in any given year the same shall accumulate as a charge to be paid, with respect to such year, out of net profits earned and accumulated thereafter; and no dividend shall be declared or paid at any time upon the common shares of this corporation unless the preferred shares shall have received dividends at the rate of seven per cent. per annum for each year preceeding the declaration of such dividend upon the common stock. In case of the liquidation of the corporation such preferred stock shall be entitled to receive payment to the amount of \$100 per share (the par value) and accrued dividends and no more out of the capital available for distribution among the stockholders, before any part of the same shall be distributed to the holders of common stock. Such preferred shares shall stand on an equality with the common shares with respect to voting power, and no distinction between classes or shares shall be made in determining a quorum and the passage of votes."



We have not considered the question as to what rate of return the petitioner should earn upon the value of its property devoted to public uses. Whether the circumstances involved make seven per cent. per annum a reasonable return or whether it should be more or less than that per cent. does not appear to us material in this case. The stockholders,—a great majority of the stock being common stock,—have voted to prefer the proposed new stock to the extent mentioned. That may be necessary to secure the required new money. Such appears to be the judgment of the directors and stockholders.

If any question shall hereafter arise concerning rates charged by the petitioner, the questions involved will be what is the fair value of the property devoted to public uses and what is a fair return to be permitted on that property considering the hazards involved and all other material circumstances. In short, we shall then simply be called upon to determine what the utility ought to be permitted to earn. The division which, by the contract between the stockholders, is to be made of the amount earned will not be of interest to the public. If the common stockholders find that they have been too generous in their votes allowing terms of preference they must abide by the result.

We are satisfied that the additions and improvements for which it is desired to use the proceeds of the proposed issue of stock were for the public good. A detailed statement of the cost of the same has been filed with the commission and testimony as to such cost was offered at the hearing. The amount of stock proposed to be issued is reasonably requisite for the purpose of paying the cost of such additions and improvements, and an order will accordingly issue granting the authority prayed for.

JOHN E. BENTON,

*For the Commission.*

Filed December 30, 1911.

Order No. 32.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Milford Light & Power Company, filed December 5, 1911, praying for an order authorizing an issue of one hundred sixty shares of its preferred stock, amounting at par to sixteen thousand dollars (\$16,000).

for the purpose of paying indebtedness incurred in the making of permanent additions and improvements to the plant and works of said corporation, it appearing after public notice and hearing that said improvements and additions were for the public good and that the amount of said stock proposed to be issued is reasonably requisite for the purpose specified, it is

ORDERED, that said Milford Light & Power Company be and is authorized to issue one hundred sixty shares of its capital stock, amounting at par to \$16,000.00, the same to be preferred as to dividends and principal and to be offered at par proportionately to its stockholders, as provided by votes of the stockholders of said corporation passed December 14, 1911, copies of which were filed with this Commission December 30, 1911, and it is

FURTHER ORDERED, that the proceeds of said stock shall be used only for the purpose of replacing money expended from the treasury of said corporation in the making of the permanent improvements and additions to its plant and works shown by a schedule filed with this Commission on December 28, 1911, or in the payment of indebtedness incurred by said corporation in making said improvements and additions, and it is

FURTHER ORDERED, that on January first and July first in each year said corporation shall file with this Commission a detailed account, duly sworn to by its treasurer, showing the disposition of the proceeds of said stock till the expenditure of the whole of said proceeds shall have been fully accounted for.

By order of the Public Service Commission this thirtieth day of December, 1911.

JOHN E. BENTON,  
*Clerk.*

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No. D—16.

GRAND TRUNK RAILWAY COMPANY

*vs.*

CITY OF BERLIN.

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Filed August 11, 1911.

Order January 23, 1912.

GRADE CROSSING APPEAL.

Appearances: for the petitioner; H. P. Sweetser, Assistant to Solicitor, and Rich & Marble; for the City of Berlin; Daniel J. Daley, Mayor, and M. J. Ryan, City Solicitor.



## REPORT.

This is a petition by the Grand Trunk Railway of Canada, lessee of the Atlantic & St. Lawrence Railroad Company, requesting that the commission determine whether the public good requires that gates be established or flagmen stationed at various highway grade crossings over its lines in Berlin, as ordered by a vote of the City Council of the City of Berlin.

A hearing was held at Berlin on September 21, 1911, and the crossings in question were viewed by the commission.

The topographical features of the city of Berlin create an altogether unique situation with regard to the means of communication between its different sections. The city, not many years since, consisted of two villages situated about a mile apart on the west side of the Androscoggin River, connected by a highway running so near the steep river bank for a considerable distance that there is practically no space for buildings between the highway and the river. The lower village, known as Berlin Falls, has always been the business center of the town, and here is situated the station of the Grand Trunk Railway, which runs through the city in a general east and west direction. About a quarter of a mile west of the station, some years since, a branch line, known as the Berlin Mills Branch, was run through what was then an unsettled region to the upper or Berlin Mills Village, terminating in the yards of the Berlin Mills Company, where it connects with the private tracks of that company. The highway above referred to has developed into the main street of the city, and almost all of the available space on either side of it is now occupied by buildings. This street constitutes the only highway directly connecting the Berlin Mills end of the city with the business center. The territory to the north of the Berlin Mills Branch, known as the Berlin Heights, has in recent years been opened up to building operations, and now constitutes one of the principal residential sections of the city. Main Street also furnishes the only means of communication between this section and the business center, the principal approach to Main Street being by way of High Street. At the same time a large residential district has grown up on the south side of the main line of the Grand Trunk Railway, connected with the business center by a grade crossing, protected by a flagman, and an underpass, and with the Berlin Heights by Hillside Avenue, which crosses the main line at grade. Between Berlin Heights and the railroad is the Dead River, which crosses Main Street in the heart of the business district and flows into the Androscoggin.

Within a few years the town of Berlin has developed from two separate villages into a closely settled city of about twelve thousand inhabitants, divided into four distinct sections,—to say nothing of the considerable settlement on the east side of the Androscoggin, which does not enter into this problem,—with extraordinarily scant means of communication between the different sections, and those highways all crossed by the main or branch lines of the Grand Trunk Railway. The post-office, stores, banks and business offices are almost all at the Berlin Falls end of the city; at Berlin Mills are the large mills of the Berlin Mills Company, some stores, two churches and a large residential section; while on the Heights are eight churches, the high school, several elementary schools, and two large parochial schools, having altogether an enrollment of about three thousand pupils. The parochial schools are almost immediately beside the branch line, as are the churches with which they are connected.

The crossings involved in this proceeding are on Hillside Avenue, at the intersection of Willard and School Streets, and on Pleasant, High and Main Streets.

The Hillside Avenue crossing is on the main line, in the yard, a short distance west of the station. Six passenger trains and from six to nine freight trains pass over it daily in each direction, and there is also a large amount of shifting over the crossing. There is a great deal of travel over the crossing, three or four hundred school children passing over it four times daily. The view of the crossing is obstructed by buildings, and frequently by cars standing on the passing track.

It should be protected by a flagman on duty daily from 6.30 A. M. to 8 P. M. After the latter hour there is little travel over the crossing, and generally no shifting, while the only regular trains are a freight nominally due at 9.30 but ordinarily later, and a passenger train due at 10.40. The flagman should be especially instructed to see that trains do not unlawfully or unnecessarily obstruct the crossing, a practice which the evidence shows to have been excessively common in the past in spite of repeated efforts of the railroad's officers to prevent it.

The other crossings are situated on the Berlin Mills Branch, a line of single track running from the main line to the yard of the Berlin Mills Company, a distance of about a mile and a quarter. This track, soon after leaving the main line, crosses the Dead River valley on a high trestle, and then strikes a heavy up grade, on which it continues, crossing Willard and School Streets diagonally at their point of intersection,

crossing Pleasant Street at a broad angle, and continuing for some distance beyond practically in the edge of the highway, crossing High Street at right angles, and Main Street at a very acute angle, reaching the summit of the grade at the Main Street crossing, and thence passing into the yard of the Berlin Mills Company, where it makes connection with the private tracks of that Company, which extend through the Berlin Mills Company yard, across the Androscoggin River to the yard of the Burgess Sulphite Company, and to the Cascade Mills in Gorham, five or six miles below.

The travel over these crossings is very heavy, probably as many as two thousand school children having occasion to pass over one or another of them four times daily, in addition to the large amount of passage on foot and in vehicles along Main Street and between Main Street and the Heights. The Berlin Mills Branch is a freight line exclusively. From sixty to one hundred loaded cars are taken up the branch daily, in strings of six or seven, the grade being so heavy that a larger train cannot be handled. The cars are pushed ahead of the engine, to avoid the danger of cars breaking loose on the grade. This practice, necessary under the circumstances, adds to the perils of the crossings, for obvious reasons. In returning, the engine precedes the cars.

There was considerable conflict of testimony as to the speed with which trains pass these crossings. In going up the grade, the trains start at a considerable speed, begin to slow down at the first crossing, and by the time they reach Main Street are moving hardly two miles an hour, and sometimes are barely able to get over the crest of the grade. In returning, it is our conclusion that they frequently run faster than is either necessary or consistent with a reasonable regard for the public safety.

A single crew and engine conducts all the operations on this branch, being on duty from about seven A. M. to six or seven P. M. After that hour, and during the night, the Berlin Mills Company frequently takes empty cars, sometimes in strings of thirty or more, with its own engines and crews, down the branch to a siding between Willard Street and the trestle, the cars being pushed ahead of the locomotive. The danger of cars breaking loose on the heavy grade, the absence of light on the forward end of the train, and its noiseless approach, the locomotive being possibly a thousand feet from the crossing when the first car passes over it, all combine to render this last mentioned practice too hazardous to be longer permitted.

A number of serious accidents have occurred at or near these crossings, and narrow escapes are matters of common occurrence.

This case has been under consideration for an unusually long time. The situation is one of extraordinary danger,—we believe without a parallel in this state,—and we have desired, if possible, to find some solution which would afford adequate protection without unreasonable expense.

The testimony of the trainmen at the hearing was that the train never passes over these crossings faster than four miles an hour. As the four crossings are included within a space of about one thousand feet, it seemed probable that a flagman might easily precede the train on foot, giving warning at each of the crossings as he passed. On our suggesting this method of operation, tests were made by the railroad's officers, as a result of which it was determined that a man could not go ahead of the train with safety to himself. From the results of these tests we conclude that the speed of the trains is greater than was estimated by the trainmen.

Some system of protection by bells was then proposed, and has been discussed by correspondence and otherwise with the representatives of the railroad and of the city. Automatic bells would be of little value at these crossings. They would either be ringing almost continually, whenever cars were standing on the siding or within the protected limit in the Berlin Mills yard, or else adequate notice of the approach of trains could not be given.

Our chief inspector has made a careful examination of the situation, and has made a report in which are worked out the details of such a system as on the whole commends itself to us as likely to prove effective, and at least deserving of a fair trial.

There should be a tower above the Pleasant Street crossing, so located and of such height that a watchman stationed in it may have a clear view of any train eighty rods below Willard Street and eighty rods above Main Street. In this tower should be a small alarm bell, automatically giving warning when a train approaches within eighty rods of either crossing. At each crossing should be an electric gong, on a post bearing a sign of conspicuous color and lettering, calling attention to the ringing of the gong as a warning of danger. These gongs should be operated separately by the watchman in such manner as to give timely warning at each crossing. This warning must be given whenever trains or locomotives pass over the branch,

whether operated by the petitioning railroad or by others, except between the hours of 12.00, midnight, and 6.00 A. M. No car must be pushed ahead of the locomotive towards the main line over any crossing, and after dark the forward end of every train must be equipped with a light adequate both for illumination and for warning.

The rule of the railroad, requiring that when cars are pushed ahead of a locomotive over crossings, a brakeman shall be stationed on the forward car, should be scrupulously observed.

It must be understood that this order relates to the operation of trains over this branch by crews of the Berlin Mills Company as well as by those of the Grand Trunk Railway. If others are allowed to operate the road, the proprietors are responsible for their conduct.

In making this order, it should be distinctly understood that it is by no means to be assumed that more stringent precautions will not be required, if this system proves inadequate.

Gates at all the crossings except Main Street could be operated from a tower near the Pleasant Street crossing. Main Street would require a separate flagman or gate-tender. Whether gates would prove more effective than alarm gongs is doubtful. Experience proves that children are likely to disregard them. We do not feel inclined to order their installation, but if the petitioner deems them more likely to prove effective than the system which we have indicated it may install them.

The station agent of the Grand Trunk Railway at Berlin testified that the annual receipts at his station are about one million dollars. The capital investment of the Company at that point is inconsiderable, in proportion to the annual income. Good management would justify a considerable expenditure for the protection of the public in a place which furnishes to the railroad so great a volume of business. And killing people needlessly is, and ought to be, expensive.

We hope that the system installed, whether gongs or gates, will prove effective and adequate in operation. We will keep ourselves informed on that point, and if it seems unsatisfactory, we will not hesitate to order the highest possible degree of protection.

We cannot leave the discussion of the situation at Berlin without referring to the extraordinary extent to which the tracks are used as public highways. The means of inter-communication between the different parts of the city are so few that the tracks,—both the main line and the branch,—are in



constant use by all classes of citizens. It would perhaps seem harsh to compel the railroad to take measures for the protection of trespassers on its property. But we are so impressed with the extraordinary dangers of the situation that we do not hesitate to call the attention of the railroad management to the proposition that its entire right of way within the compact part of the city, including the whole of the Berlin Mills Branch, be enclosed by fences, absolutely preventing access to the trestle. Automatic gates, closing across the tracks where the fences end upon highway crossings would reduce trespassing to a minimum.

It was suggested at the hearing that the occasion for walking on the branch and over the trestle would be largely removed if York Street were connected with Mechanic Street. If in this or any other way the city can cooperate to reduce the appalling dangers of the present situation, it ought to hasten to do so.

EDWARD C. NILES,

*For the Commission.*

Filed January 23, 1912.

Order No. 38.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of The Grand Trunk Railway Company praying for an examination of certain grade crossings in the City of Berlin known as Hillside Avenue, Willard, Pleasant, High and Main Street crossings and for a decision whether the public good requires the same to be protected by gates or flagmen as required by a vote of the City Council of said city, passed July 13, 1911, the Commission, after due notice and hearing and examination of said crossings, having adjudged that the public good requires that said Hillside Avenue crossing shall be protected by a flagman and all of said other crossings by alarm gongs or gates, and having further adjudged that certain practices of The Grand Trunk Railway Company in respect to transportation of property upon and over said crossings are unreasonable, unsafe and improper, and that the safety of the public reasonably requires that the same shall be prohibited and reasonable, safe and proper practices prescribed, it is

ORDERED, that The Grand Trunk Railway Company cause said Hillside Avenue crossing to be protected on each day in the year from half-past six o'clock in the forenoon until eight o'clock

in the afternoon by stationing and keeping a flagman at said crossing, and it is

FURTHER ORDERED, that The Grand Trunk Railway Company cause said Willard Street, Pleasant Street, High Street and Main Street crossings to be protected by installing an electric alarm gong at each of said crossings, which said gong shall be operated by a signalman stationed in a tower erected near the Pleasant Street crossing at such a point and of such a height that a clear view may be had from the same of any train eighty rods below Willard Street and eighty rods above Main Street. Said tower shall be equipped with an electric bell or bells so connected with the rails of said railroad corporation that the same shall ring automatically whenever a train approaches within eighty rods of either of said crossings. The gong at each of said crossings shall be located upon a post bearing a sign in white letters upon a red background, as follows: "DANGER. Keep off the track when the gong rings." Each of said gongs shall be separately operated by the signalman, and in such a manner as to give timely warning of the approach of any car or locomotive at each crossing; it is however,

FURTHER ORDERED, that The Grand Trunk Railway Company in place of the installation of said gongs may cause said crossing to be protected by installing gates at said Willard Street, Pleasant Street, High Street and Main Street crossings, the gate at said last mentioned crossing to be operated by a gateman there stationed, and said other crossings by a gateman stationed in a tower constructed, as aforesaid, and equipped with an electric warning bell, as aforesaid, and it is

FURTHER ORDERED, that whether The Grand Trunk Railway Company shall install gates or gongs at said Willard Street, Pleasant Street, High Street and Main Street crossings, it shall keep the same in operation as aforesaid at all times when any locomotive or car passes over any of said crossings, except between the hours of twelve o'clock, midnight, and six o'clock in the forenoon, and it is

FURTHER ORDERED, that The Grand Trunk Railway Company shall not permit any car or cars to be pushed over any of said crossings ordered to be protected by gongs or gates unless there is some person on the forward end of the forward car with a light adequate for illumination and warning, and it is

FURTHER ORDERED, that The Grand Trunk Railway Company shall not permit cars to be pushed from the Berlin Mills yards over said crossings towards the main line of said railroad corporation in front of an engine, but the engine shall in every instance precede said cars, and it is



FURTHER ORDERED, that said Hillside Avenue crossing shall be protected as provided by this order upon and after February 10, 1912, and all of said other crossings upon and after March 15, 1912, and that this order shall continue in force until the same shall be suspended, modified or set aside by the Commission.

By order of the Public Service Commission this twenty-third day of January, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—47.

### CONCORD & MONTREAL RAILROAD.

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Filed January 4, 1912.

Order January 25, 1912.

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#### PETITION FOR AUTHORITY TO ISSUE STOCK.

Appearances: for the petitioner; Benjamin A. Kimball, President, John F. Webster, Treasurer, and Hon. William M. Chase, Clerk and Counsel.

#### REPORT.

This is a petition by the directors of the Concord & Montreal Railroad, filed January 4, 1912, representing

“that said railroad and certain other railroads of which the Concord & Montreal Railroad is the lessee, were leased to the Boston & Maine Railroad, a corporation existing under and by virtue of the laws of this State, Massachusetts and Maine, by a lease duly executed, dated June 29, 1895; that said Boston & Maine Railroad with the assent of the said Concord & Montreal Railroad and in accordance with the terms of said lease, have expended sundry sums of money for permanent improvements upon and additions to the railroad and other plant of the Concord & Montreal Railroad, and for refunding its funded debt, and are about to expend further sums for further permanent improvements upon and additions to the said railroad and plant now in process of being made, said sums all together amounting to \$651,336.47; that said Concord & Montreal Railroad is bound, by the terms of said lease, to re-imburse said Boston & Maine Railroad for said expenditures; that for the purpose of raising money with which to make such re-imbursement, the stockholders of said Concord & Montreal Railroad, at a meeting duly held in Concord, New Hampshire, January 4, 1912, voted to increase the capital stock of the corporation, so that, as increased, it will amount to eight million, two hun-

dred fifty-seven thousand, six hundred dollars, and for this purpose to issue four thousand additional shares of Class 4 stock, of the par value of one hundred dollars per share, and to offer the same proportionately to the stockholders at the price of one hundred and sixty dollars a share, and to dispose of such shares as are not taken by the stockholders, as is provided by law; that the public good, as well as the private interests of the said Concord & Montreal Railroad require that such increase of capital shall be made, with the accompanying issue and disposal of shares of its capital stock;"

An order is prayed for authorizing the issue of stock provided for by the vote of the stockholders of the petitioner referred to in said petition and authorizing the disposition of said stock in accordance with the provisions of said vote.

A hearing on said petition was held in Concord on January 23, 1912.

The facts are found to be as stated in the petition, and it is further found that the price fixed by the stockholders at which said stock is to be offered is not so low as to be inconsistent with the public interest.

An order will issue as prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed January 25, 1912.

Order No. 39.

#### STATE OF NEW HAMPSHIRE.

##### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Concord & Montreal Railroad, filed January 4, 1912, praying for authority to issue four thousand shares of its Class 4 stock of the par value of \$400,000.00, the same to be offered proportionately to the stockholders of said railroad corporation at \$160.00 per share, it appearing, after public notice and hearing, that the petitioner desires to use the proceeds of said stock for the purpose of paying for permanent improvements and additions to its railroad and other plant made and to be made, and for refunding its funded debt, and that the expenditure of the same for said purposes is consistent with the public good, and that the entire proceeds of said proposed issue of stock is reasonably requisite for said purposes, it is

ORDERED, that said Concord & Montreal Railroad be and is authorized to issue four thousand shares of its Class 4 stock, of the par value of \$400,000.00, the same to be offered to its

stockholders proportionately at \$160.00 per share, and any balance not taken by said stockholders to be sold at auction as provided by law, and it is

FURTHER ORDERED, that the proceeds of said stock shall be used only for the purpose of paying to the Boston & Maine Railroad such part of the cost of permanent additions and improvements to the railroad and other plant of the petitioner as the petitioner is chargeable with under the terms of its lease to said Boston & Maine Railroad, dated June 29, 1895, and of such sums as are due said Boston & Maine Railroad for the refunding of the funded debt of the petitioner, and it is

FURTHER ORDERED, that on July first and January first in each year said corporation shall file with this Commission a detailed account, duly sworn to by its treasurer, showing the disposition of the proceeds of said stock till the expenditure of the whole of said proceeds shall have been fully accounted for.

By order of the Public Service Commission this twenty-fifth day of January, 1912.

JOHN E. BENTON,  
*Clerk.*

No. D--31.

E. C. RICHARDSON *et als.*

*vs.*

BOSTON & MAINE RAILROAD.

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Filed October 17, 1911.

Order February 5, 1912.

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PETITION FOR EARLIER TRAIN SERVICE ON THE PORTLAND  
DIVISION.

Appearances: for the State of New Hampshire; Edwin G. Eastman, Attorney-General: for the petitioners; Arthur O. Fuller: for the Boston & Maine Railroad; Charles S. Pierce, Assistant General Solicitor, Frank Barr, Vice-President and General Manager, and Charles E. Lee, General Superintendent.

Other appearances: for the Dover Board of Trade; Walter W. Scott and Arthur G. Whittemore: for the Merchants' Protective Association of Dover; Walter W. Scott.

#### REPORT.

On October 2, 1911, the Boston & Maine Railroad put into effect a new train schedule upon its Portland Division under

which train No. 120, formerly scheduled to leave North Berwick, Maine, at 5.25 A. M. and reach Boston at 8 A. M., was discontinued.

Several complaints concerning such discontinuance were made to the commission within the next few days, and on October 17, 1911, this petition, signed by two hundred and forty-two residents of Exeter, Kingston, Newfields and other towns was filed praying for an order requiring the Boston & Maine Railroad to operate a train from Dover to Newton Junction reaching the latter place in season to connect with the train leaving Newton Junction for Boston at 6.38 A. M.

A copy of the petition was at once given to the Boston & Maine Railroad, and inquiry made as to whether a formal hearing would be required or whether the matter could probably be adjusted by conference between the petitioners and the officials of the respondent corporation at the office of the commission. On October 27, 1911, a lengthy communication was received from the Vice-President and General Manager of the road indicating a disposition to discuss the matter in conference. A copy of such communication was transmitted to the petitioners with information that the commission would arrange such conference or order a hearing according to the preference of the petitioners. On November 2, 1911, the petitioners requested that a conference be arranged, and in compliance with the request the commission arranged such conference at the office of the commission on November 14, 1911.

At the conference numerous petitioners were present as were also the counsel now of record in the case representing their respective clients. The Boston & Maine Railroad was represented by its Vice-President and General Manager, Frank Barr, and by its General Superintendent, Charles E. Lee. The entire matter involved in the petition was discussed and the views of all parties presented.

From the statements made it appeared to the commission that train No. 120 had been operated on substantially the schedule before stated since the early history of the road and that laboring people and business men, resident in Exeter and other towns, had for years been dependent upon that train for transportation to Haverhill, Boston, and other points. It further appeared that train No. 844 running on the present schedule, about forty-five minutes later than the former time of train No. 120 does not enable them to reach their places of business when required.

It further appeared that some of these people had built

homes in reliance upon the service so many years continued, and that unless such service would be restored they would be obliged to sell the same and move to more immediate vicinity of their work.

It further appeared that train No. 120 made connections at South Lawrence, Mass., which enabled passengers to reach Concord at ten o'clock A. M. and other points in the west part of the state by noon, whereas under the existing schedule no connection from the Portland Division can be made to reach any point north of Concord until afternoon or points in the west part of the state until night.

It also appeared that neither train No. 120 nor train No. 844 earned sufficient revenue for the transportation of passengers within the state of New Hampshire to pay for the operation of the same within said state, but it did appear that each of said trains earned sufficient revenue from its entire run to more than pay for its operation.

No agreement was reached by the parties at the conference. Both the petitioners and the respondent desired that the commission should make a recommendation as to whether the train asked for in the petition should be operated. Accordingly on the following day the following communication was addressed to Mr. Barr:

"Nov. 15, 1911.

"MR. FRANK BARR.

"V. P. and Gen. Mgr., B. & M. R. R.,

"Boston, Mass.

"*Dear Sir:*—

"In re Petition of E. C. Richardson et als vs. B. & M. R. R.

"The Commission understands that it is the expectation of the parties to the conference yesterday that the Commission will express its views as to what your corporation should do in the case, passing its opinion upon what it understands the facts to be from statements made by the various parties yesterday.

"We would accordingly inform you that it is our opinion and we recommend that the Boston & Maine Railroad should operate a train, as requested in the pending petition, from Dover to Newton Junction at such time as will enable passengers wishing to use the same to reach Newton Junction not later than 6.38 o'clock A. M.

"We do not make a formal order in the matter for the reason, as all parties at the conference yesterday understood, that an order cannot be made without a formal hearing, if desired. It was, however, the belief expressed by the petitioners before the conference that their case was so strong that when fully presented to you the train would be operated without action by the Commission.

"We do not make this recommendation without having considered the statement made by you that the train cannot be operated without loss, and we appreciate the weight of that objection. We believe, however, that a railroad corporation may sometimes be expected to continue a service to which a community has adapted itself, even at some loss, if such service is reasonably necessary to the community, and the entire business of the railroad therein, including the service in question, is reasonably remunerative.

"After you have considered this recommendation, will you please inform us on some date before the 22nd inst. whether the recommendation of the Commission will be complied with or whether a hearing will be asked for by you.

"Yours very truly,

"JOHN E. BENTON.  
"Clerk."

No reply to this letter having been received within the time mentioned therein, the matter was called to the attention of Mr. Barr's office by telephone and it was learned that he had been taken ill before making any decision upon the recommendation of the commission. An early decision was, however, promised, and on December 7, 1911, the commission received the following letter:

"BOSTON, Dec. 6, 1911.

"MR. EDWARD C. NILES,

"Chairman, Public Service Commission,

"Concord, N. H.

"Dear Sir:—

"I regret that earlier acknowledgment has not been made to your letter of the 15th ult., addressed to Mr. Barr relative to the petition of E. C. Richardson and others for the restoration of train No. 120, Portland Division. Mr. Barr was suddenly stricken ill on November 27th, and more or less confusion has thereby resulted.

I note your recommendation that a train be run from Dover to Newton Junction to reach the latter point not later than 6.38 o'clock a. m. I regret exceedingly that we cannot see our way clear to comply with this recommendation. Our regret is all the keener because, I believe, this is the first instance where the Railroad has refused to carry out the recommendation of any Board of Commissioners in any state through which the Railroad runs.

"The carrying out of this recommendation involves one of two alternatives. Either the train must be run at a loss of approximately ten thousand dollars a year, or we must cancel train #844, which train undoubtedly accommodates more people than train #120. Train #844 not only accommodates more people coming towards Boston, but its initial run from Somersworth to Cummings serves regularly twenty passengers from Somersworth to Salmon Falls, three or four from Somersworth to Cummings who would not have any way to



travel between these two points if #844 is taken off. We know also that there are twelve to fifteen students using #844 between Dover and Durham, and five or six between Newfields and Exeter. In addition we know that there are about seventy people on #844 when it reaches Haverhill. Train #120 served but one regular and one semi-regular Boston passenger from East of Haverhill, and a total of about twenty into Haverhill.

"If we adopt the first alternative and put on this train, we will be placing a burden not only upon the Railroad but upon the community of some ten thousand dollars a year for the purpose of accommodating only a few people who occasionally take this train. If this loss is not to be sustained, then we must take off train #844, which undoubtedly accommodates more people than train #120.

"We cannot voluntarily assume the responsibility either of burdening the community as a whole for the benefit of a few, or of taking off a train which seems better suited to serve the patrons of the Railroad.

"Yours truly,

"C. E. LEE.

"General Superintendent."

On the following day the following letter was written to counsel for the petitioners:

"Dec. 8, 1911.

"ARTHUR O. FULLER, Esq.,

"Exeter, N. H.

"Dear Sir:—

"On November 15th I sent you a copy of our letter to Mr. Frank Barr, Vice-President and General Manager of the Boston & Maine Railroad, containing the recommendation that a train be run from Dover to Newton Junction to reach Newton Junction not later than 6.38 A. M. I herewith enclose a letter from Mr. C. E. Lee, General Superintendent of the Boston & Maine Railroad, in reply to that letter.

"You will see that it is stated that the recommendation of the Commission will not be voluntarily complied with. Will you please inform us whether a formal hearing upon the petition for an order requiring such a train is desired. If it is we will fix such a hearing at the earliest open date, and to avoid the expense and inconvenience of bringing your witnesses here again we will consider as evidence the statements made before the Commission at the conference, the same having been taken down by a stenographer at that time. Of course, any party interested will also have full opportunity to introduce any further evidence.

"In this connection we beg to call your attention to the fact that all of the evidence introduced before us at the conference to show the necessity for the service of the train recommended came from persons who desired to use the train upon interstate travel,—either upon travel into Massachusetts or to points reached by travel through Massachusetts. This matter did not



require any consideration when the only question before the Commission was what, in its opinion, the road ought to do and what it would recommend. The recommendation made, however, not having been complied with, the question before the Commission upon a formal hearing will, in the first place, be whether in this case it has power to make any order to compel the road to do what the Commission thinks it ought to do. This is a very serious question upon which we have grave doubts at this time. You are aware that no State Commission has any power with regard to traffic purely interstate, which is subject to the exclusive jurisdiction of the Interstate Commerce Commission.

"We greatly regret that the Boston & Maine Railroad has not seen fit to comply with the recommendation made by us after the conference on this matter. We cannot but feel that a greatly exaggerated view is taken of the loss which would result from the operation of the train recommended, and that it should be operated in view of the serious inconvenience which its discontinuance entails upon the people who, by reason of its former operation for a great number of years, have acquired homes or taken employment upon which they depend for a livelihood in reliance upon its continued operation. We shall be glad to afford an opportunity for a formal hearing in this matter if it is desired and such order will be made as the facts may demand if we find that we have power in this case to make such an order. We have felt, however, that the question as to the power of the Commission, in view of the interstate character of the travel shown at the conference, is one which should be argued with some particular attention before us in the event of a hearing.

"We suggest that you discuss this matter with the Attorney-General who was at the conference, as we shall doubtless ask him to aid us with his views on this point if the matter comes formally before us.

"Yours truly,

"JOHN E. BENTON,

"Clerk."

On December 21, 1911, counsel for the petitioners notified the commission that a formal hearing was desired and the commission immediately fixed such a hearing for January 3, 1912. The hearing was held on that date at the office of the commission in Concord, at which hearing seventeen of the petitioners were present in person and testified, and various letters were introduced tending to show the necessity for the train service prayed for. The following copy of the record of a resolution of the Dover Board of Trade was also introduced:

"At a meeting of the Dover Board of Trade holden at the Board of Trade rooms in the Masonic Temple on this second day of January, 1912 the following resolution was adopted:

"*Resolved*, That the President of the Dover Board of Trade be and hereby is requested and directed to present to the Public

Service Commission a request and recommendation that the early train which formerly left Dover at 5.45 a. m. be restored. This train having been in operation for more than sixty years had been deemed a fixture and had become a public necessity and convenience to a large number of our citizens, merchants and traveling men.

"A true copy,

"Attest: G. D. BARRETT,

"Secretary."

G. D. BARRETT,

*Secretary.*

The evidence offered at the hearing abundantly confirmed the conclusions of fact reached by the commission at the earlier conference and also showed a need for the early train service prayed for by persons desiring to use the same in travel from point to point within the State of New Hampshire.

On January 9, 1912, while the case was held under consideration, counsel for the Boston & Maine Railroad came before the commission and requested that if an order was made granting the prayer of the petition it be provided therein that the order might be complied with by running train No. 844 substantially on the former schedule time of train No. 120. Further statement was made that, if such provision was made in the order, all right to appeal from the order on the ground that the same required the operation of a train intended for the transportation of interstate passengers would be waived.

This request was taken under consideration, and on January 11, 1912, reply thereto was made as follows:

"Jan. 11, 1912.

"CHARLES S. PIERCE, Esq.,

"Asst. Solicitor. B. & M. R. R.,

"Boston, Mass.

"Dear Sir:—

"We have considered your suggestion made at this office on the 9th inst. to the effect that, if an order is made that the Boston & Maine Railroad provide the train service asked for in the petition of E. C. Richardson et als., you are desirous that it should be provided in the order that the order may be complied with by running train No. 844 on the time of what was formerly train No. 120, with suitable provision by other trains to take care of the students at Durham and mill operatives at Somersworth.

"When the conference in this matter was first held it was, we think recognized by everybody that the service asked for, and after the conference recommended, might probably be provided for by a re-arrangement of schedules. The complaint has not been that the number of your trains is insufficient, but that the reasonable need of the community in question for an early train is not now met.

"We understand that you feel that if an order as prayed for is complied with by a re-arrangement of schedules it will result

in another petition asking for a train to be run on the present time of No. 844. It does not seem to us that you need fear this if reasonable arrangements are made to meet the needs of the Durham and Somersworth people as suggested by you.

"We do not, however, feel disposed to approve definitely in advance a re-arrangement of schedule upon which the public to be affected has had no opportunity to be heard, and if you consider it important to have such approval contained in any order that may be made in this case we suggest that you file a motion asking that, if the prayer of the petition is granted, a re-arrangement of schedule such as you propose to put into effect be allowed. If such a motion is filed we will cause notice of a further hearing to be published, at which further hearing persons objecting to the proposed re-arrangement can be heard.

"If this course is followed the Commission will be in a position in making an order in this case to approve such a re-arrangement of schedule as you have suggested, provided such re-arrangement shall appear to be a reasonable one.

"If you file such a motion, please set forth the manner in which you propose to meet the needs of the situation at Durham and Somersworth.

"Yours truly,

"JOHN E. BENTON,

"Clerk."

On January 23, 1912, the Boston & Maine Railroad filed a motion praying that if an order should be made granting the prayer of the petition said order might provide that compliance with the same might be made by a re-arrangement of the schedule of the Boston & Maine Railroad so that train No. 844 should run upon the schedule formerly arranged for said train No. 120, and so that train No. 2, scheduled to leave Dover, N. H., at 6.30 on all week days except Monday, should stop at Durham, N. H., and so that a train should be run on the Conway or Rollinsford Branch from Somersworth, N. H., arriving at Salmon Falls in season to permit operatives to reach Salmon Falls before the opening of the factories in the morning.

On the date of the filing of said motion an order was made fixing a further hearing on the petition and on said motion on February 3, 1912, at the office of the commission in Concord, and notice of the same was given by publication in newspapers published in Dover and in Exeter.

At said hearing no objection was made by anyone to the proposed re-arrangement of schedule, except that the commission received two letters from persons accustomed to travel upon train No. 844 in which objection was made to the proposed change in the schedule time of that train.

The petitioners and the Dover Board of Trade express their

entire satisfaction with an order which shall permit such re-arrangement of schedule.

The commission is satisfied that the passenger train service at present provided by the respondent, under its present schedule, is not reasonably adequate because the need of the public for an early train between Dover and Newton Junction is not met. It is also satisfied that such need may be met by a re-arrangement of the respondent's train schedule as proposed in the motion filed by the respondent. Such proposed re-arrangement will give to the students travelling from Dover to Durham substantially the same train service as they now have upon train No. 844, except upon Monday mornings when they will be obliged to take the train forty-five minutes earlier than at present, or train No. 146 which reaches Durham at 8.51. The proposed re-arrangement will also meet the need for early train service of the operatives who live in Somersworth and work at Salmon Falls. Doubtless it will cause some inconvenience, but no train schedule can perfectly accommodate everybody.

When this matter first came before us we felt that the respondent reasonably ought to supply early train service which would meet the needs shown to exist for the same, irrespective of any question of re-arrangement of schedule. At the conference before mentioned it was suggested by the petitioners and generally assumed during the discussion, that the service needed might be given by a rearrangement of train schedule. Whether it should be given by such re-arrangement or by putting on an additional train seemed, however, a matter for the determination of the respondent. The respondent now, however, strenuously urges that a change of schedule made by it which has not been approved by the commission will simply lead to other complaints and hearings before the commission.

Having given public notice of the application for approval of a re-arrangement of schedule, and being satisfied as before stated that the proposed re-arrangement will reasonably meet the requirements of the public, an order of the commission will issue granting the prayer of the petition for a train to be operated as prayed for in the petition, and also approving the re-arrangement of schedule proposed in the respondent's said motion.

At the last hearing it was urged by the attorney for the respondent that any order which might be made should continue in effect only until the summer train schedule is promulgated because a variation in the running time of other trains will then be made.

Of course it is true that under such summer schedule there may be occasion to run the train now leaving Newton Junction at 6.38 A. M. at some different time and that it will be desirable to operate the train to be supplied under the order in this case so as to make reasonable connection with that train. The order will accordingly be so drawn that the train to be supplied may be so operated.

It is clear, however, that after spending several weeks in the proceedings before this commission to procure the train service which they require, the petitioners have the right to the benefit of an order which will assure a continuance of such service when provided. The order will accordingly require that the train service ordered shall continue until this order shall be suspended, modified or set aside by this commission.

Filed February 5, 1912.

JOHN E. BENTON,  
*For the Commission.*

Order No. 43.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of E. C. Richardson et als. vs. Boston & Maine Railroad, filed October 17, 1911, praying for an order requiring said railroad corporation to operate a passenger train from Dover, New Hampshire, to Newton Junction, New Hampshire, making the same stops as formerly made by train No. 120 and arriving at said Newton Junction in time to connect with the passenger train leaving said Newton Junction under the present train schedule of said railroad corporation at 6.38 A. M., it appearing, after notice and hearing, that the reasonable need of the public for an early train between said Dover and said Newton Junction is not met by the present train schedule of said railroad corporation, and it further appearing that said need may be met by a re-arrangement of said train schedule, it is

ORDERED, that said Boston & Maine Railroad shall on week days provide passenger train service between said Dover and said Newton Junction by a train arriving at said Newton Junction in time to connect with the passenger train leaving said Newton Junction under the present train schedule at 6.38 A. M., and it is

FURTHER ORDERED, that to comply with this order, an adjustment of the train schedule which shall provide that until the summer time card of 1912 is effective, train now known as No.

844 shall leave Somersworth, New Hampshire, and proceed toward Boston, making stops in New Hampshire substantially on the schedule formerly arranged for train No. 120; that train No. 2, scheduled to leave Dover, New Hampshire, for Boston at 6.30 A. M., on week days except Monday, shall stop at Durham, New Hampshire, to discharge passengers, and that the respondent shall run a train leaving Somersworth, New Hampshire, either on the Conway Branch, so-called, or the Rollinsford Branch, so-called, arriving at Salmon Falls, New Hampshire, in season to permit mill operatives living at Somersworth to reach Salmon Falls in time for the opening of the factories situated there; be and is hereby approved, and it is

FURTHER ORDERED, that the said passenger train service between said Dover and said Newton Junction required by this order shall be supplied on the twelfth day of February, 1912, and shall continue to be supplied by the operation of a train which shall reach said Newton Junction in time to connect with said passenger train leaving said Newton Junction under the present train schedule at 6.38 A. M., or in time to connect with the train corresponding thereto in any new train schedule, until this order shall be suspended, modified or set aside by this Commission.

By order of the Public Service Commission this fifth day of February, 1912.

JOHN E. BENTON,

*Clerk.*

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No. D—46.

CITY OF ROCHESTER

vs.

BOSTON & MAINE RAILROAD.

Filed December 23, 1911.

Final action February 7, 1912.

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PETITION FOR GRADE CROSSING PROTECTION.

Appearances: for the petitioner; Samuel D. Felker, City Solicitor; for the Boston & Maine Railroad; Edgar J. Rich, General Solicitor.

Petition for an order requiring the protection of various grade crossings within the city as follows: Main street, Upham Street, Winter Street, Portland Street, Autumn Street, Summer Street,



Wakefield Street, Eastern Avenue, Autumn Street in East Rochester, Lowell Street and the Old Dover Road, so-called.

January 2, 1912, hearing ordered at the Council Chamber, City Hall, Rochester, for February 7, 1912.

On the date fixed for hearing, the petition was dismissed without prejudice, an agreement providing protection of certain crossings having been made.

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No. D—26.

NEW HAMPSHIRE WATER & ELECTRIC POWER COMPANY.

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Filed October 4, 1911.

Final action February 12, 1912.

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PETITION FOR LEAVE TO EXTEND LINES AND BUSINESS INTO TOWNS  
OF FITZWILLIAM, RINDGE, DUBLIN, RICHMOND, WINCHESTER  
AND PETERBOROUGH.

Appearances: for the petitioner; Elbridge R. Anderson: for the Keene Gas & Electric Company and the Ashuelot Gas & Electric Company; Allen Hollis: for the Jaffrey Board of Trade; George H. Duncan: for the Town of Peterborough; Ezra M. Smith.

Hearings November 6, 1911, and November 13, 1911.

Hearing continued by agreement of parties to December 11, 1911.

Hearing fixed for December 11, 1911, was further continued to a date to be fixed by the Commission.

On February 12, 1912, upon motion of the petitioner, the petition was dismissed without prejudice.



No. D—49.

KEENE GAS & ELECTRIC COMPANY AND ASHUELOT GAS  
& ELECTRIC COMPANY

vs.

ALFRED L. SABEN *et als.*

Filed January 12, 1912.

Order February 16, 1912.

PETITION FOR RIGHT OF WAY FOR THE BUILDING OF A HIGH  
POWER TRANSMISSION LINE FROM KEENE TO HINSDALE ACROSS  
LANDS OF THE RESPONDENTS.

Appearances: for the petitioners; Philip H. Faulkner; for Addie J. and Anna G. Faulkner; Frank S. Faulkner; Emerson J. Richards, per se.

## REPORT.

This petition, filed January 12, 1912, was the same in substance as the petition of the Keene Gas and Electric Company vs. E. C. Robertson, heretofore reported, except as to the landowners named.

It stated that the interest of the Keene Gas and Electric Company in the transmission line has been conveyed to the Ashuelot Gas and Electric Company,—also a petitioner,—and asked that the rights prayed for be granted to the latter company.

A hearing was set to be held in Concord on February 5, 1912, and the following parties requested that provision be made for the taking of testimony by deposition before a member of the commission in Keene: Emerson J. Richards, Addie J. Faulkner and Anna G. Faulkner. The request was granted and depositions were taken before Commissioner Worthen at the office of the Keene Gas and Electric Company on February 12, 1912. These depositions were considered by the commission at a meeting held at its office in Concord at 4.30 P. M., February 16, 1912.

Leave was asked to construct the power transmission line over lands of Emerson J. Richards, and of Addie J. and Anna G. Faulkner, all situate in Swanzey. The line proposed follows along the side of the railroad right of way, as near as possible to the line between the land of the respondents and that of the railroad. It takes the place of a wooden-pole transmission line owned by the first petitioner, which line is to be taken down. The steel A-frame towers are spaced at about four times the

distance between the wooden poles and occupy little more space, being about nine feet in width and less than one foot in thickness.

There is no question but that the location selected by the petitioners is the best available, and we find that the public good requires, and that it is necessary, that the rights prayed for be granted.

The premises belonging to Emerson J. Richards consist of about six acres of land with sheds for drying lumber situate thereon. A mill and a box factory connected therewith, located on said premises, were burned about five years ago, and the land and sheds are now used for storing and drying staves for a shop in the vicinity. This lot extends along the line of the right of way about 396 feet, and a single A-frame is to be placed on the highest point near the line of the railroad. This will occupy very little of the yard, but being in the part of the lot most used will occasion some inconvenience in handling the lumber. But we think that the damage is greatly over estimated by the owner of the land.

We decide that the sum of seventy-five dollars fully covers all damages to these premises on account of the establishment of this line as located, and Emerson J. Richards will be awarded seventy-five dollars as damages.

The property of Addie J. and Anna G. Faulkner consists of a timber lot extending about 750 feet along the line of the railroad right of way. A strip about 63 feet wide will be kept cleared, so that the line takes out about one acre. The question is as to the value of about one acre of such timber land.

We decide that seventy-five dollars is a good price, and Addie J. and Anna G. Faulkner together will be awarded seventy-five dollars as damages.

A more particular description of the rights granted is contained in the order accompanying this opinion.

THOMAS W. D. WORTHEN.

*For the Commission.*

Filed February 16, 1912.

Order No. 46.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Keene Gas and Electric Company and the Ashuelot Gas and Electric Company vs. Alfred L. Saben and Delano M. Saben, Georgianna Rixford and Henry

T. Rixford, Emerson J. Richards, Addie J. and Anna G. Faulkner, Henry W. Capron, and Wm. C. and Katie Quick, filed January 12, 1912, praying for rights of way for its transmission line over land of said respondents situated in Winchester and Swanzev, in the County of Cheshire, in said State.

Said Public Service Commission having upon due notice to all parties in interest heard and determined the necessity of the rights prayed for and the compensation to be paid therefore, now this sixteenth day of February, 1912, orders, adjudges and decrees as follows:

1. That it is necessary in order to meet the reasonable requirements of service to the public that the Ashuelot Gas and Electric Company, being a public utility subject to supervision under an act of the New Hampshire legislature passed at its session of 1911, entitled "An Act to Establish a Public Service Commission", should construct a transmission line of poles, towers and wires across the land of certain of the persons and the corporation named in said petition as hereinafter more specifically set forth, and that said Ashuelot Gas and Electric Company and its successors and assigns, by virtue of its said petition and this decree are and shall be entitled to construct a transmission line of steel towers and other steel structures known as A Frames in the locations hereinafter specifically set forth, and to string its wires upon said towers and structures, namely, electric transmission wires carrying a voltage of approximately 66,000 volts, one or more ground wires located on the top of said towers and structures and designed as protection against lightning, and telephone wires used in said Company's own business and to place upon said towers and structures the necessary and suitable crossarms, brackets, insulators and other fixtures for supporting said wires; and also in maintaining and operating said transmission line to cut down or trim any trees or other growth on land adjoining the middle line thereof within a distance of fifty feet, so far as necessary in order to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; and also in patrolling and maintaining said line to have the perpetual right by its agents and servants, to pass and repass along and under its lines of wires in the route hereinafter described; and also to have the temporary right, for construction purposes only to pass and repass with men and teams from the highway across land of certain of the owners named in said petition to said line and along the same, as hereinafter specifically provided;

The rights aforesaid are more specifically described as follows:

2. The petitioners having waived their petition for rights to cross land of Alfred L. Saben and Delano M. Saben, the land of Georgianna Rixford and Henry T. Rixford, the land of Henry W. Capron, and the land of Wm. C. and Katie Quick, no determination is made in respect thereto.

3. Said transmission line shall cross land of Emerson J. Richards situated in said Swanzy in the following location:

Beginning at a point in the south westerly line of said Richard's land and in the north easterly line of land of said Bloom, thence N. 74 degrees E. 285 feet to a point "G", a location for a steel tower, said point being 55 feet southerly from the center line of the Ashuelot Railroad, thence in the same direction about 111 feet to the south westerly line of the land of Emily Maslin and in the north easterly line of said Richard's land.

Said Company shall have the right to erect and perpetually maintain at the point "G" above specified an A Frame tower nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable crossarms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said Company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid, and also the temporary right for construction purposes only, to pass along said line, with men and teams.

Provided, however, that said temporary right of way shall terminate on May 1, 1912.

Said Company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This Commission determines the compensation to be paid for the rights above specified to be seventy-five Dollars, and renders judgment against said Ashuelot Gas and Electric Company in favor of said Emerson J. Richards for said sum.

4. Said transmission line shall cross land of Addie J. and Anna G. Faulkner situated in said Swanzey in the following location:

Beginning at a point in the westerly line of said Faulkners' land, said point being in the easterly line of the land of S. H. Hammond, forty-eight feet southerly from the center line of said railroad, thence nearly parallel with the center line of said railroad north easterly, about 216 feet to a point "A", a location for a steel tower, said point being forty-eight feet south easterly from the center line of said railroad, thence, continuing nearly parallel with the center line of said railroad, about 475 feet, to a point "B", a location for a steel tower, said point being 59 feet south easterly from the center line of said railroad, thence, in the same direction and nearly parallel with said center line, about 60 ft. to a point in the easterly boundary of said Faulkners' land and a point in the westerly boundary of the land of Emily Goodnow.

Said Company shall have the right to erect and perpetually maintain at points A and B above specified an A Frame tower nine feet wide at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable crossarms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree. Said Company shall also have the perpetual right by its agents and servants for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said Company shall have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of fifty feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said Company shall not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the landowner.

This Commission determines the compensation to be paid for the rights above mentioned to be seventy-five Dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said Addie J. and Anna G. Faulkner for said sum.

5. The location of the above described transmission line across the property of the several owners is shown on four duplicate blue print plans in detail accompanying this decree, each marked D 49 and authenticated by the attestation of the clerk of this Commission; two of said blue prints to remain annexed

to this decree and the other two to be filed for record in the registry of deeds for Cheshire County.

6. All the rights herein described shall be exercised in a reasonably careful and prudent manner so that no injury which can be avoided or prevented by the exercise of reasonable care shall result to the lands in respect to which the same are granted, by reason of the construction, maintenance and operation of said lines.

7. The petition aforesaid and this final decree shall be recorded in the registry of deeds of Cheshire County.

Dated this sixteenth day of February, 1912.

EDWARD C. NILES,

JOHN E. BENTON,

THOMAS W. D. WORTHEN.

*Public Service Commission  
of New Hampshire.*

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No. D—51.

WHITE MOUNTAIN TELEPHONE & TELEGRAPH COMPANY.

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Filed January 26, 1912.

Order February 29, 1912.

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PETITION FOR AUTHORITY TO ISSUE STOCK.

Appearances: for the petitioner, Allen Hollis.

REPORT.

This is a petition by the White Mountain Telephone & Telegraph Company praying for authority to issue \$18,000 of the common stock of said corporation for the purpose of providing the sum of \$18,000 cash paid for the property, rights and franchises of the Woodsville Telephone Company, purchased under the authority of an order of this commission made September 20, 1911. A hearing was held at Concord, February 19, 1912.

When the petition for the approval of the purchase of the property of the Woodsville Telephone Company was before the commission it was found, upon the testimony of the officials of the selling corporation, and of an expert who had made a detailed valuation of its property for the purchasing corporation, that the price proposed to be paid was a fair price for said property as it then stood.

The question which arises now is a somewhat different question, viz., whether a utility which has purchased the plant of a



competing utility at a fair valuation should be allowed to capitalize the full amount paid therefor even though a considerable, or perhaps a large part, of the purchased plant, being a duplication of the plant of the purchasing corporation, has been discarded.

To allow such capitalization will result in a larger outstanding capital for the purchasing corporation than the plant finally devoted to public uses by it would have cost if it had been constructed in a virgin territory where no necessity existed to purchase competing property.

The question, however, is a practical one and must receive a practical solution. It is in the public interest that competing plants should be consolidated.

"There are many important differences between public service corporations and ordinary commercial enterprises. The former usually require a much larger investment in plant, equipment and other fixed property, which in turn means heavy annual charges for interest, repairs and maintenance. The conditions which surround the former are also of such character that the services which they render can usually be furnished at a much lower cost by one plant than by two or more in the same locality. \* \* \* Duplication of such plants is a waste of capital, whenever the services can be adequately furnished by one plant. It necessarily means that interest and maintenance must be earned on a much greater, if not twice as great an investment, and that the actual cost of operation is likely to be relatively higher." *In re application La Crosse Gas & Electric Co., 2 Wisconsin R. C. Report, 5.*

The funds to enable a purchase must be obtained from some source, and the only practicable source would appear to be by an issue of notes or bonds or by an issue of stock by the purchasing corporation. We can see no reason why the decision of the directors of the corporation, as to the class of securities to be issued, should not ordinarily be approved by this commission.

The fact that the capital stock of the purchasing corporation may thus be brought to a greater amount than the value of the whole property by it devoted to public uses is an inevitable result of a situation such as frequently came into existence before the passage of chapter 164 of the Laws of 1911. That act contains provisions designed to prevent a useless duplication of public utility plants. The situation with regard to such over-capitalization as may result in any such case will be exactly the same as where over-capitalization has come about in any other way. The fact that a part of the stock of any utility corporation outstanding at any time has been issued with the approval



of this commission cannot be held to constitute a guaranty in any way that rates may be charged by such corporation to enable it to pay a dividend at any given rate upon its entire capital stock.

"Whenever the Commission is called upon to exercise its rate making powers it must be governed by the fair value of the property devoted to public uses in the performance of the services for which a rate is to be fixed. In determining such fair value the amount of stock and bonds outstanding, if entitled to consideration at all, is entitled to very slight consideration, and the question whether the issuance of such stock and bonds or any part of the same has been with the approval of any regulatory commission cannot be entitled to any weight at all, because it will not be relevant to the question of the fair value of the property involved. \* \* \*

If any question shall hereafter arise concerning rates charged by the petitioner, the question involved will be what is the fair value of the property devoted to public uses and what is a fair return to be permitted on that property considering the hazards involved and all other material circumstances." Opinion of the commission *in re petition of Milford Light & Power Company*, filed December 30, 1911.

We, accordingly, hold that whenever this commission approves of the purchase by one utility of the property of another utility the cost of such purchase may be capitalized by the purchasing utility. To hold otherwise would, in practical effect, result in preventing the consolidation of competing utilities, and the adjustment thereby of business enterprises upon a true economic basis. Such a result, we believe, would be adverse to the real interest of the public.

An order will issue as prayed for.'

JOHN E. BENTON,  
*For the Commission.*

Filed February 29, 1912.

Order No. 47.

#### STATE OF NEW HAMPSHIRE.

#### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the White Mountain Telephone & Telegraph Company filed January 26, 1912, praying for authority to issue eighteen thousand dollars, par value, of its common capital stock for the purpose of providing cash paid by it to the Woodsville Telephone Company as part consideration for the purchase of the properties of said Company as authorized by order of this Commission, dated September 20,

1911, after hearing said petitioner and considering the evidence submitted in support of said petition it appearing that the proposed issue of eighteen thousand dollars of the common capital stock of said corporation is reasonably required for the purpose aforesaid,

IT IS ORDERED that the issue of eighteen thousand dollars of the common capital stock of said White Mountain Telephone & Telegraph Company is authorized; and that the shares of stock represented by said new issue be offered proportionately to the stockholders of said Company at par (twenty-five dollars per share), being the price determined by the stockholders in their vote for the issue of the same as provided by law, and that any shares of said new issue of stock which remain unsubscribed for by the stockholders after the expiration of the time to be fixed by the directors within which the same may be subscribed for by such stockholders according to law shall be sold by public auction to the highest bidder at not less than par value to be actually paid in cash; and that said stock to be disposed of by public auction as aforesaid shall be offered for sale in the town of Plymouth, in said State, at a time and place to be fixed by the directors of said White Mountain Telephone & Telegraph Company, and that the notice of the time and place of sale shall be published at least five times immediately preceding the time fixed for such sale, in the Woodsville News, a newspaper printed in Woodsville, in said State; in the Plymouth Record, a newspaper printed in Plymouth, in said State; and in the Ashland Citizen, a newspaper printed in Ashland, in said State, and it is

FURTHER ORDERED, that on January first and July first in each year said corporation shall file with this Commission a detailed account, duly sworn to by its treasurer, showing the disposition of the proceeds of said issue of stock, until the expenditure of the whole of said proceeds shall have been fully accounted for.

By order of the Public Service Commission this twenty-ninth day of February, 1912.

JOHN E. BENTON,

*Clerk.*

No. D—21.

JAMES O. GERRY *et als.**vs.*

BOSTON &amp; MAINE RAILROAD.

Filed September 26, 1911.

Dismissed March 4, 1912.

## PETITION FOR COVERED PLATFORM AT MADISON STATION.

Appearances: for the petitioners; Arthur L. Foote: for the Boston & Maine Railroad; Charles E. Lee, General Superintendent, and William F. Ray, Division Superintendent.

## REPORT.

The above petition, signed by a large number of residents of Madison and others using the station at that place, prays that the Boston & Maine Railroad be ordered to erect and maintain a covered platform at that station.

A hearing was held in the station at Madison, November 28, 1911.

During the year 1910 a petition was presented by citizens of Madison to the Board of Railroad Commissioners praying that the Boston & Maine Railroad be ordered to erect a new and suitable station at that point. After hearing, it was ordered that the railroad erect by July 15, 1911, "a larger passenger and freight depot of sufficient dimensions, to accommodate its patrons at that point."

In compliance with this order a new passenger station was erected at a cost of slightly less than five thousand dollars, the old passenger station was converted into a freight station, and other improvements were made in the yard and about the station at a total expense of about seventeen thousand dollars,—not all of this expenditure, however, being for purely local purposes.

The order was not complied with in point of time, the new passenger station not being completed until about the first of November.

The new station is well designed and constructed, clean, well lighted and heated, and ample for the accommodation of the public at that point, unless it be inadequate by reason of the lack of covering over the platform. The roof of the station is so constructed as to project six feet from the sides of the build-

ing. Except for this overhang of the roof the platform is uncovered.

Madison is a small place, and there is very little travel in the winter. But it is a popular summer resort, containing a number of hotels and large boarding-houses, and there is considerable travel in the summer months. The petitioners claim that a covering over the platform is necessary to afford proper protection for passengers in passing between the station and the trains, and for their baggage, in rainy weather, and, in times of exceptionally heavy travel, for passengers who cannot find sufficient accommodations within the station.

A suitable awning, covering enough of the platform to serve the purpose desired, would cost about twelve hundred dollars, the cost being somewhat more than if the awning had been included in the original plans.

There can be no question that the station would better serve the uses of the public if it were equipped with such an awning. All stations would be better if so equipped. But whether the defect is such as to warrant us in compelling the incurring of this expense is a question not so easy of solution.

The law (Laws of 1911, Chapter 164, Section 4) provides that "Every railroad corporation and every public utility shall furnish such service and facilities as shall be reasonably safe and adequate and in all respects just and reasonable."

Is a station at such a place as Madison "reasonably adequate," if six feet of the platform is protected by the overhang of the roof, while the remainder is uncovered? We have felt that this question could not well be answered without a consideration of the nature of the facilities in this respect furnished at stations of like grade throughout the state. And we have accordingly delayed our decision until we could secure complete information as to the conditions existing at every station in the state.

It appears that the Boston & Maine Railroad has in New Hampshire 300 stations, of which 51 have and 249 have not covered platforms.

The annual receipts from the sale of tickets at Madison are between three and four thousand dollars. This is not an absolutely accurate measure of the passenger business at that point, as a large part of the summer visitors travel on trip tickets and mileage purchased elsewhere. But the same conditions doubtless prevail generally throughout the summer resort regions, and, in less degree, elsewhere. In the absence of a better test, the sale of tickets may be taken as a fairly approximate measure of the passenger business done at any station.

Using this test as a basis of comparison, it appears that 71 stations with receipts exceeding those of Madison are without covered platforms. On the other hand, eight with less receipts have covered platforms. Of the eight, three are at junction points, three at lakeside resorts for excursions and picnics, while the other two are at East Manchester and South Nashua. With the exception of the two stations last named, there seem to be special reasons, not applying to stations generally, for furnishing this protection at all of these eight stations so provided.

Of the 249 stations in New Hampshire not having covered platforms, 51 have overhanging roofs or awnings projecting from the walls exceeding in width that of the station at Madison, while 198 have not.

Of all the stations built on the entire Boston & Maine system during the past ten years, 75 in number, 16 have and 59 have not covered platforms.

Of course the general practice of the Boston & Maine Railroad in this regard is not conclusive, for it may be that it is their general practice in some particulars to furnish accommodations which are not reasonably adequate. But this general practice, acquiesced in by the public, without protest except in this particular instance, indicates strongly that the community generally does not regard a platform awning as a necessary item of station equipment. If we were to decide that it was the duty of the railroad to provide such an awning at Madison, we could hardly refuse similar petitions at least in the case of the 71 stations not so equipped whose annual receipts exceed those at Madison,—and probably in a number of others; for it is not to be assumed that Madison is precisely on the dividing line between those places where such protection is demanded, and those where it is not.

The question, then, as it presents itself to us, is not simply whether the reasonable accommodation of the public requires a covered platform at Madison, but whether we are prepared to find that 72 or more stations in the state should be so equipped, that they may meet the statutory standard of adequacy, and whether we would be justified in ordering the railroad to incur the expense,—approximately \$100,000,—requisite for that purpose.

Under existing conditions, we cannot conceive that such is our duty. And we accordingly find that the facilities furnished by the present station are reasonably adequate, and in all respects just and reasonable, within the meaning of the statute.

Whether it would upon the whole be wise, for the sake of enhancing the convenience and comfort of the public, so to equip this and many other stations, is a question of management the decision of which is not by law entrusted to us.

There is one further circumstance connected with the building of this station to which we ought to allude.

After the preliminary plans had been prepared, an official of the road, holding an important position, went to Madison and conferred with a committee of citizens regarding the proposed plans. This committee suggested that they would prefer that the station be clapboarded instead of being shingled, and this change was agreed to and actually made. They also suggested that there ought to be an awning over the platform, and the official in question expressed his concurrence in that opinion, and, while not assuming to speak as the final authority in the matter, gave them such assurances that they all understood that the question would be settled in accordance with their wishes.

Immediately after the conference, however, he made a report in writing to his superior officer, in which he stated the desires of the committee with reference to an awning, but expressed his disapproval of the suggestion, saying that in his judgment a four-foot overhang in the roof would be sufficient.

The citizens, hearing nothing further from the matter, and assuming that it was settled by this conference, were naturally greatly surprised when the station was erected without the awning; and it is undoubtedly impossible for them now to determine how much of their conviction that they ought to have the awning is based upon the merits of the question, and how much upon their understanding,—which is very clear and positive,—that the railroad had definitely promised it to them.

In view of these facts, it is a question to which the railroad may well give serious consideration, whether it would not be good management in this particular case to satisfy the citizens of Madison by giving them the accommodations which we find they understood, in good faith and with good reason, to have been promised them.

The enforcement of agreements of this character is, however, a matter over which we have no jurisdiction. The question is one of managerial policy, pure and simple.

We find no legal grounds upon which we can order the improvement prayed for. And the petition will therefore be dismissed.

EDWARD C. NILES,  
*For the Commission.*



No. D—57.

ASHUELOT GAS & ELECTRIC COMPANY AND KEENE GAS &  
ELECTRIC COMPANY.

Filed February 13, 1913.

Order March 5, 1912.

PETITION FOR PERMISSION TO ENGAGE IN BUSINESS AND TO BEGIN  
THE CONSTRUCTION OF A PLANT, ETC., IN THE TOWN OF CHES-  
TERFIELD.

Appearances: for the petitioners; Allen Hollis.

## REPORT.

This is a petition by the Ashuelot Gas and Electric Company and the Keene Gas and Electric Company, to which corporation all of the properties of the Ashuelot company are leased, praying for authority to extend the lines of the Ashuelot company into Chesterfield and to engage in the business of supplying electricity to the public in that town. A hearing was held at Concord, March 5, 1912.

There is no electric utility engaged in business in Chesterfield and no opposition from any source is made to the granting of the petition. The selectmen have granted the necessary location to enable the building of the line as proposed. The construction and engaging in business contemplated will be for the convenience of the citizens of Chesterfield and for the public good.

An order will issue as prayed for.

JOHN E. BENTON,

*For the Commission.*

Filed March 5, 1912.

Order No. 48.

## STATE OF NEW HAMPSHIRE.

## PUBLIC SERVICE COMMISSION.

In the matter of the petition of Ashuelot Gas and Electric Company and Keene Gas and Electric Company, filed February 13, 1912, praying for permission to begin the construction of a plant, line and other apparatus and appliances in the town of Chesterfield, necessary to enable said Ashuelot Gas and Electric Company as lessor and said Keene Gas and Electric Company as lessee to engage in the business of supplying electricity to the



public in said town, for permission to engage in said business in said town, and for the approval by the Commission of such construction and such engaging in business, it appearing that such construction and such engaging in business will be for the public good, it is

ORDERED, that the permission and approval of this Commission be and is granted to said Ashuelot Gas and Electric Company, and to said Keene Gas and Electric Company as lessee of the property, rights and franchises of the same, to construct such electrical plant, line, apparatus and appliances in said town of Chesterfield, and to engage in the business of supplying electricity to the public therein.

By order of the Public Service Commission this fifth day of March, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—55.

LACONIA GAS & ELECTRIC COMPANY.

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Filed February 7, 1912.

Order March 8, 1912.

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PETITION FOR AUTHORITY TO ISSUE STOCK.

Appearances: for the petitioner; Allen Hollis and Edward L. Gay.

REPORT.

This is a petition by the Laconia Gas and Electric Company praying for authority to issue eighty thousand dollars (\$80,000) of preferred stock for the purpose of providing funds to pay a note indebtedness incurred in making permanent additions and improvements to its properties. Hearings were held in Concord, March 2, 1912, and March 6, 1912.

It appears that the petitioning corporation was organized to acquire the properties now held by it, and that it issued its securities at present outstanding for such properties and seventy-five thousand dollars (\$75,000) in cash, which amount was intended to be used in improving said properties.

In 1910 and 1911 it expended in developing its water power, installing machinery and making other permanent improvements and additions \$192,880.75. The \$75,000 before mentioned having been expended, further expenditures were provided for by an issue of notes which are now outstanding. The petitioner

desires to retire a part of these outstanding notes, and desires for that purpose to make the proposed issue of stock.

The additions and improvements in question having been in the public interest, and the amount of stock proposed to be issued being reasonably requisite for the purpose proposed, an order will issue as prayed for.

JOHN E. BENTON,

*For the Commission.*

Filed March 8, 1912.

Order No. 49.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Laconia Gas and Electric Company, filed February 7, 1912, praying for an order authorizing the issue of eighty thousand dollars (\$80,000), par value, of its preferred stock for the purpose of paying indebtedness incurred in the making of permanent, additions, improvements and extensions to the plant and works of said corporation, it appearing, after public notice and hearing, that said improvements, additions and extensions were for the public good and that the amount of said stock proposed to be issued is reasonably requisite for the purpose specified, it is

ORDERED, that said Laconia Gas and Electric Company be and is authorized to issue eighty thousand dollars (\$80,000) of its capital stock, the same to be preferred as to dividends and principal, and to be offered at par proportionately to its stockholders, as provided by vote of the stockholders of said corporation passed February 7, 1912, copy of which was filed with this Commission March 2, 1912, and it is

FURTHER ORDERED, that the proceeds of said stock shall be used only for the purpose of replacing money expended from the treasury of said corporation in the making of permanent improvements, additions and extensions to its plant and works shown by a schedule filed with this Commission on March 6, 1912, or in the payment of the indebtedness incurred by said corporation in making said improvements, additions and extensions, and it is

FURTHER ORDERED, that any shares of said new issue of stock which remain unsubscribed for by the stockholders, after the expiration of the time to be fixed by the directors of said Laconia Gas and Electric Company within which the same may be subscribed for by such stockholders according to law, shall

be sold by public auction to the highest bidder at not less than par value to be actually paid in cash; and that said stock to be disposed of by public auction as aforesaid shall be offered for sale in the city of Laconia, in said State, at a time and place to be fixed by the directors of said Laconia Gas and Electric Company, and that the notice of the time and place of sale shall be published at least five times immediately preceding the time fixed for such sale in the Laconia Democrat and the Laconia News and Critic, newspapers printed in Laconia, in said State, and in the Independent Statesman, a newspaper printed in Concord, in said State, and it is

FURTHER ORDERED, that on July first and January first in each year said corporation shall file with this Commission a detailed account, duly sworn to by its treasurer, showing the disposition of the proceeds of said stock till the expenditure of the whole of said proceeds shall have been fully accounted for.

By order of the Public Service Commission this eighth day of March, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—15.

HOWELL M. LAMPREY *et al.*

*vs.*

EXETER, HAMPTON & AMESBURY STREET RAILWAY.

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Filed August 9, 1911.

Final action March 13, 1912.

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PETITION FOR REDUCTION OF FARES.

Appearances: Howell M. Lamprey and Lewis Perkins, *per se*: for the Exeter, Hampton & Amesbury Street Railway; Allen Hollis, President: for the Town of Hampton; John Scammon: Merrill H. Browne, *per se*.

REPORT.

(See D—40. Page 135.)

On March 13, 1912, with the consent of all parties, the petition was placed on file without order, to be brought forward on motion of the petitioners.

No. D—40.

## EXETER, HAMPTON &amp; AMESBURY STREET RAILWAY.

Filed November 10, 1911.

Dismissed March 13, 1912.

PETITION FOR PERMISSION TO SUSPEND THE OPERATION OF A PORTION OF ITS LINE EAST OF WHITTIER'S, FROM DECEMBER 1, 1911, TO MAY 1, 1912.

Appearances: for the petitioner: Allen Hollis, President; for the Town of Hampton; John Scammon; Howell M. Lamprey, Lewis Perkins and Merrill H. Browne, per se.

(This report covers cases Nos. D—15, page 134, and D—40.)

## REPORT.

The petition of the Exeter, Hampton & Amesbury Street Railway prays for authority to discontinue the operation of the portion of its road lying east of Whittier's in Hampton from December 1, 1911, to May 1, 1912.

The petition of Howell M. Lamprey et al. vs. Exeter, Hampton & Amesbury Street Railway prays for an order compelling the railroad corporation to give free transfers upon its North Beach branch in the summer months.

A hearing on said petitions was held at the Town Hall in Hampton, December 6, 1911.

It appears that the road of the Exeter, Hampton & Amesbury Street Railway, when it approaches the sea in Hampton divides into two branches, one of which runs south to the portion of the beach which is called Hampton Beach and one of which runs north to what is called North Beach. In the summer months passengers going to North Beach change cars when they reach the point where the road so branches. During the summer season of 1911 said North Beach Branch has been operated as a separate fare limit, and all passengers on the same have been required to pay the usual fare. In the winter months, however, the same car runs over both branches and all of the road east of Whittier's is operated as a single fare limit.

The complaint made by the petitioners in Lamprey et al. vs. Exeter, Hampton & Amesbury Street Railway is that the making of the North Beach branch a separate fare limit in the summer months, while the Hampton Beach branch is included in the fare limit from Whittier's, constitutes a discrimination against the territory served by the North Beach branch and makes the fare required to be paid by passengers using that branch excessive.

Testimony was offered at the hearing tending to show that the portion of the road sought to be discontinued could not be operated in the winter time except at a loss. There was also testimony in support of the claim that the operation of the North Beach branch as a separate fare limit makes the transportation charge for many people living near the junction point excessively high, and that it deters so many people from riding that a loss in revenue results to the corporation instead of an increase. There was also other evidence in support of the claim of discrimination.

The president of the Exeter, Hampton & Amesbury Street Railway stated that the petition for leave to discontinue operation would not have been brought but for the petition which was then already pending seeking to compel the issue of free transfers. He explained this position by saying that the corporation was willing to bear the loss resulting from winter operation if allowed to continue the collection of fares heretofore charged. The proposition to discontinue is opposed by the Town of Hampton and apparently by everybody who appeared at the hearing.

It is, however, unnecessary to determine the facts involved in either of these petitions at this time, because, at the close of the hearing the Exeter, Hampton & Amesbury Street Railway offered to continue the operation of its entire road during the present winter and to make the experiment of granting free transfers to the North Beach branch during the summer months of 1912. Its willingness to continue such free transfers during summer months after 1912, the corporation announced, will depend upon the result of the operation with free transfers in that year.

Accordingly, with the consent of all parties, the petition of the Exeter, Hampton & Amesbury Street Railway for leave to discontinue the operation of a portion of its road east of Whittier's from December 1, 1911, to May 1, 1912, will be dismissed, and the petition of Howell M. Lamprey et al. vs. Exeter, Hampton & Amesbury Street Railway will be placed on file without order, to be brought forward on motion of the petitioners.

If the Exeter, Hampton & Amesbury Street Railway shall later desire to operate the North Beach branch as a separate fare limit, the matter will be further considered and such order will be made upon said petition as, in the judgment of the commission, the facts warrant.

JOHN E. BENTON,  
*For the Commission.*

Filed March 13, 1912.

No. D—42.

MERRILL H. BROWNE *et als.*

*vs.*

EXETER, HAMPTON & AMESBURY STREET RAILWAY.

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Filed November 21, 1911.

Dismissed March 13, 1912.

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PETITION FOR REDUCTION IN FARES AND FOR BETTER ACCOMMODATIONS.

Appearances: for the petitioners; Merrill H. Browne: for the Exeter, Hampton & Amesbury Street Railway; Allen Hollis, President: for the Town of Hampton; John Scammon.

REPORT.

This is a petition by Merrill H. Browne and three hundred and eleven other citizens of Hampton and Exeter, praying for an order of the commission requiring the Exeter, Hampton & Amesbury Street Railway:

1. To reduce all single fares to five cents each or reduce the fare limits between Exeter and Hampton from three to two;
2. To erect a waiting station and a siding in front of the B. & M. depot in Hampton and make it the transfer point;
3. To establish a uniform rate for special cars to be charged in all cases;
4. To sell during the summer on certain days round-trip tickets between Exeter and Hampton Beach for twenty-five cents each;
5. To so revise the service between Hampton and Hampton Beach as to give the public better accommodation;
6. To do and perform any and all other things and matters that may be reasonably necessary to remedy any of the grievances now held by the public or to give better or more economical service.

A hearing was held on said petition at the Town Hall in Hampton on December 6th, 1911, in connection with hearings on a petition by said Exeter, Hampton & Amesbury Street Railway for authority to discontinue the operation of a portion of its road from December 1, 1911, to May 1, 1912, and on the petition of Howell M. Lamprey *et al.* *vs.* Exeter, Hampton & Amesbury Street Railway for an order requiring said railroad



corporation to give free transfers to its North Beach branch during the summer months, instead of constituting said branch a separate fare limit during those months. At the close of the hearings these last two petitions were disposed of by an agreement of the parties, which is stated in the opinion of the commission on said petition of said Exeter, Hampton & Amesbury Street Railway.

It is, therefore, necessary to consider the facts shown at said hearing only so far as they are relevant to the petition in this case.

There was testimony from several persons to the effect that they considered a six cent fare with three fare limits between Exeter and Hampton excessive and unreasonable. Some of the witnesses testified that they believed a reduction of the fare or of the fare limits would greatly stimulate travel on the road. Other witnesses expressed themselves as satisfied that the fare and fare limits were reasonable in view of the expense of the service. This evidence was given by witnesses who were especially interested in the matter of free transfers to said North Beach branch.

Said railroad corporation introduced the testimony of an engineer to the effect that the cost of replacement (new) of its physical properties would be as follows:

Land .....	\$900.00
Buildings .....	106,861.00
Track and roadway.....	233,452.00
Electric line .....	62,963.00
Cars .....	33,600.00
Electric equipment of cars.....	19,975.00
Office equipment .....	456.00
Tools and instruments .....	2,202.00
Supplies on hand .....	1,796.00
Total .....	<hr/> \$462,205.00

In reaching a decision in this case we have not found it necessary to attempt to arrive at any close approximation to the present value of the properties of this railroad corporation, and accordingly, have not given any consideration to the testimony offered upon that point.

The railroad corporation complained of operates a line of railroad 21.606 miles long including side tracks and switches, and owns a casino and other properties at Hampton Beach, which were constructed and are operated for the purpose of enhancing the attractions of Hampton Beach as a pleasure resort, and thereby increasing travel over the road.



These properties were constructed by the Exeter, Hampton & Amesbury Street Railway Company. That corporation operated on a five cent fare with two fare limits between Exeter and Hampton. In 1903, 1904, 1905, 1906 and 1907 it earned less than its operating expenses, and in 1907 it passed into the hands of a receiver. While in the hands of the receiver, on November 15, 1907, the fares were raised to six cents.

In March, 1908, the properties were sold in foreclosure of the bond mortgage, and were purchased by the bondholders, who organized the present company. The road was rebuilt with new ties and otherwise improved, and is now, generally speaking, in good condition. It is capitalized at \$250,000, of which \$113,000 consists of 5% bonds. The new corporation has never paid a dividend upon its stock. In 1909 it found itself unable to earn enough to pay operating expenses and interest on its bonds under the fares then charged, and the number of fare limits then maintained. Accordingly, on November 1, 1909, it increased the number of fare limits between Exeter and Hampton from two to three, and at the same time placed on sale ticket books containing fifty coupons at five cents for each coupon. The charge of six cents for single fares remained unchanged. These are the fares and fare limits now complained of.

During the year ending January 13, 1911, it earned only \$3.47 above its operating expenses and bond interest. It will thus be seen that the railroad corporation complained of has never paid or earned a dividend upon its stock, and has barely earned the interest on its bonds.

Inasmuch as it is clear beyond any question that the original cost of its properties, less depreciation, would be far more than the amount of the bond issue, upon which alone it has earned a return, we have not found any necessity for determining the full value of the properties upon which it is entitled to earn a return. That it is not earning a return seems to be conceded by everybody who appeared before us at the hearing. Mr. Browne, who is an attorney, and who conducted the case for himself and his fellow petitioners, does not base his demand for a reduction of fares or fare limits upon the claim that an excessive return upon the property of the railroad corporation devoted to public uses is being earned, but on the claim that such reduction would so stimulate travel as to result in no loss of revenue to the railway corporation.

When it is conceded that a railway corporation is not earning adequate returns upon its properties devoted to public uses, we

do not conceive that it can be our duty to order a reduction in fares charged, except to remedy some inequality or discrimination. The commission undoubtedly has the power to prevent discriminatory rates by ordering such rates to be reduced, even though the corporation seeking to charge them is not earning a fair return upon its property. This, however, it may do in the exercise of its power to require equal treatment to all patrons of the corporation, and not under any power to require the performance of service for less than cost. In this case the uniform fare of six cents is charged over the entire road of the corporation, and it is not suggested that the fare limits complained of in this petition are so fixed as to discriminate against any particular locality.

We have considered the argument that a reduction of fares, or of the number of fare limits, would so encourage travel that no loss of revenue would result, or that it would even increase. Upon this matter there is a wide difference of opinion between the petitioners and the officials of the corporation, and we are not satisfied that the result would be as claimed by the petitioners. Nearly half of the street railroads in New Hampshire now collect a six cent fare. It is not to be believed that they would do this unless the officials of those roads were satisfied from experience that more money is realized by following that course than by operating with five cent fares. The failure of this road to pay even operating expenses on a five cent fare, and its later failure to earn the interest on its bonded debt with a six cent fare and two limits between Exeter and Hampton is evidence of what might result from ordering either reduction prayed for.

We are satisfied that the road is honestly and efficiently managed, and that the failure to earn a fair return on the investment arises from the sparse population of most of the section through which it runs, where operations are carried on at a loss during the greater part of the year.

It is natural that the petitioners, knowing that many communities enjoy street car service at a five cent fare, should desire themselves to enjoy that fare, but it would in the end prove to their injury, and to the injury of all who live in the community served by this corporation, if we should make an order reducing its already scanty income. No public service corporation can continue long to keep its properties in good condition, and to give the public good service unless it is permitted to earn a fair return upon its property.

We are satisfied that we cannot with justice to the owners

of the Exeter, Hampton & Amesbury Street Railway take any action reducing its fares, or the number of its fare limits, at this time, and we are also satisfied that it would not be for the permanent interest of the residents of the community served by that corporation that such reduction should be made.

There was but little evidence introduced to show need for the waiting station prayed for in the petition. The Town of Hampton objects to the erection of such a station within the highway limits, and the Boston & Maine Railroad will permit its erection upon its property only at an annual rental of \$50.00 and subject to certain conditions as to removal which are unsatisfactory to the street railroad corporation. It appears that the waiting station, if erected, would be for the convenience of passengers coming from or going to the passenger station of the Boston & Maine Railroad, and it also appears that the street railroad corporation has offered to build a station provided the Boston & Maine Railroad would grant it the right to do so on a suitable site under a lease for a reasonable term, and at a nominal consideration. We do not think that we should take any action in this matter.

No witnesses appeared before the commission asking for the fixing of a uniform rate for special cars, but it was developed by cross-examination of the general manager of the railroad corporation complained of, that it was the custom of the corporation to run cars designated as "extra cars" at other than schedule hours, when it seemed that such cars would accommodate the public, on a guaranty of \$1.50 per car for each fare limit. Such cars are run as public cars and take in all persons desiring to ride. People desiring cars for the exclusive private use of themselves and friends, or desiring cars when it is evident that they will not accommodate the public but merely a private individual or individuals, are required to pay at the rate of \$3.50 per car for each fare limit or \$5.00 for the round trip over each fare limit. These cars are designated as "special cars" and are run as private cars, taking on only such passengers as the person or persons hiring the same desire to take on. It was urged that this difference in charges for cars is an illegal, improper and unreasonable discrimination.

The question whether the commission has legal power to make an order requiring a street railroad corporation to furnish cars for private use at any price is a serious one, which in this case we have not found it necessary to consider, because we are satisfied that the practice of the corporation stated is reasonable, and that the difference in the service rendered in the

two instances justifies the difference in the charge. In the one case the car is a public car run upon a guaranty that it will earn at least a certain amount. It may earn very much more. In the other case the car is a private car, the passengers in which are limited according to the wishes of the hirer, and the corporation must fix its income by stipulation before the trip is begun.

The petitioners also desire that in summer time on Sundays and holidays the railroad corporation shall be required to sell round-trip tickets between Exeter and Hampton Beach for twenty-five cents. The corporation claims that Sundays and holidays are the days on which in summer time it does full business under present rates, and that a reduction in fares on those days would mean a substantial loss in revenue.

All that we have said with regard to a general reduction of fares would apply to a reduction on Sundays and holidays, but in addition we are satisfied that the law does not give to the commission the power to order the running of excursions at rates whereby persons are on certain days furnished transportation service at a less price than persons traveling on other days. While excursions may lawfully be run, provided they are open to all of those wishing to avail themselves of the special rates made, the question whether they shall be run or not is purely a matter of business discretion for the officials of the corporation. The power of the commission extends merely to the regulation of rates so that they shall not be excessive or discriminatory.

The fifth prayer in the petition was waived at the hearing, it being stated that the service to Hampton Beach is now satisfactory.

Aside from the matters which we have discussed, and the matters involved in the other petitions which we have referred to elsewhere, no complaint was made of the service of the railroad corporation complained against. Accordingly, the petition will be dismissed.

The making of this decision has been somewhat delayed for the purpose of affording the petitioners every opportunity for investigation desired by them. The petition was filed November 21, 1911, and at the request of the petitioners was set down for hearing in connection with the petitions before mentioned on December 6, 1911. On November 29, 1911, Mr. Browne informed the commission that he desired an opportunity to examine the books of the respondent corporation, and upon request of the commission the opportunity was afforded him. After

the hearing, however, Mr. Browne again applied to the commission, saying that he had not had sufficient time before the hearing to make such examination as he desired, and asking that the consideration of the case might be delayed and a further time, until February 15, 1912, afforded him to examine the books of the respondent and take therefrom such data as might be material to the petitioners' case. This request was complied with and additional time, until March 10, 1912, was also allowed within which to file a brief or any data deemed by the petitioners relevant to the case. The opportunity for such filing has, however, not been availed of.

JOHN E. BEXTON,  
*For the Commission.*

Filed March 13, 1912.

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No. D—48.

INVESTIGATION OF PROPOSED RATES OF BOSTON &  
MAINE RAILROAD FOR SECONDARY SWITCHING  
AND FERRY SERVICE.

Investigation ordered  
January 10, 1912.

Tariff partially suspended  
January 31, 1912.

Report filed March 14, 1912.

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Appearances: for the State of New Hampshire; James P. Tuttle, Attorney-General; for the Boston & Maine Railroad; Edgar J. Rich, General Solicitor, and John W. Kelley; for the F. M. Hoyt Shoe Company; Taggart, Burroughs & Wyman, by Sherman E. Burroughs; for the Amoskeag Manufacturing Company; Burnham, Brown, Jones & Warren, by Edwin F. Jones and Robert L. Manning; for the W. H. McElwain Company; Clifford P. Warren.

On January 1, 1912, the Boston & Maine Railroad filed Local Tariff of Rules, Regulations and Charges governing Switching Within Switching Limits at Stations on the Boston & Maine Railroad and St. Johnsbury & Lake Champlain Railroad Co., as named. This tariff is known as "N. H. P. S. C. No. 540."

On January 10, 1912, pending an investigation and decision, General Rules 1 and 5 of said tariff were temporarily suspended, and a hearing ordered for January 24, 1912. Hearings were held January 24, 1912, and January 30, 1912. On January 31, 1912, an



order was issued forbidding the demanding and collecting in the state of New Hampshire of the rates, charges and prices covered by Rules 1, 2 and 5 of said tariff. Further hearings were held on February 21, 1912, and March 7, 1912, and on March 14, 1912, the report of the commission was filed.

#### REPORT.

On November 10, 1911, the general solicitor for the Boston & Maine Railroad came before this commission and stated that said railroad proposed to put into effect certain new tariff schedules imposing higher rates for certain kinds of service performed by it and new rates for ferry service which had formerly been performed without charge. He further stated that he wished that the commission might indicate whether it would consider the proposed charges unlawful under the consolidation statutes of 1883 and 1889 or under chapter 196 of the Laws of 1911 and the stipulation filed thereunder. The commission asked that the proposed increases and proposed new charges be stated in writing and on the following day the following communication was received:

"BOSTON, MASS., November 10, 1911.

"PUBLIC SERVICE COMMISSION,

"Concord, New Hampshire.

"*Dear Sirs:*

"You are aware, from the reports which have been filed with you, that the Boston and Maine Railroad earned less than one percent on its capital stock last year, and that the operations since June 30—the end of the fiscal year—despite the most rigid economy, are even less favorable than during the corresponding period last year.

"The Railroad must have additional revenue if it is properly to perform its functions as a public service corporation, to say nothing of its obligation to pay reasonable dividends to its stockholders, fifteen hundred of whom live in the State of New Hampshire.

"The Boston and Maine Railroad entered into a stipulation with the State of New Hampshire, in an endeavor to settle the rate controversy, that it would not raise 'rates for fares and freights now in force between points in the state of New Hampshire and between points in the state of New Hampshire and points on other parts of said railroad.' This very greatly circumscribes the field within which additional revenue may be secured. There are three sources, however, from which such revenue may properly and lawfully be obtained.

"It has been the custom to allow freight to remain in freight stations, except at certain points, for an indefinite time without charging any storage. This practice has resulted in discrimination in favor of persons and localities. It is not the function of a common carrier to act as a warehouseman, but if its facilities are such that it can so act, it is entitled, and it

is its duty, to make a reasonable charge. We propose, therefore, to file a tariff making reasonable charges after four days free time, to apply to all stations on the system.

"There exists at some points a practice of performing for a man who is fortunate enough to have a side track a service which is the equivalent of cartage, and in railroad parlance is known as 'ferry service'. A mill, for example, may have a number of packages which it desires to ship. They do not make up a carload and have to be taken to the freight house and there assorted and loaded into cars for one or many destinations. It has been the practice in many cases for the railroad to send a car to the mill and haul these shipments to the freight station. Or the reverse may be true. There may be less than carload shipments at the station and these would be 'ferried over' to the mill. And this has been done without charge. It is a clear case of discrimination in favor of the man who has a side track as against the man who has to truck his freight to the freight house. We propose to file a tariff making a reasonable charge for this service.

"There is a service known as secondary switching. After a car has been placed upon a side track or upon a public clearing track the consignee may desire to have the car switched to some other place within the yard limits. This service has heretofore been performed for one dollar a movement, a charge which in many cases does not pay the railroad for its actual out-of-pocket expenses. It is proposed to raise this charge to two dollars a car.

"I was consulted by the Traffic Vice President as to whether there was anything in the laws of New Hampshire which would make these charges unlawful. After giving the matter careful consideration I advised that they were not 'rates for fares and freights' within the meaning of the statutes of 1883 and 1889, nor 'rates for fares and freights between points in the state of New Hampshire and between points in the state of New Hampshire and points on other parts of said railroad' within the meaning of the stipulation.

"Before any definite action was taken the matter was submitted to President Mellen. He expressed great reluctance to do anything which might by any chance be construed as contrary to the letter or spirit of the law or of the stipulation, and by his direction I went to Washington to consult with the Interstate Commerce Commission as to whether it would be lawful to file these proposed tariffs excepting the state of New Hampshire from their operation. I conferred with the Commissioner who is especially charged with a supervision of New England affairs and with the attorney of the Commission. I was informed that the tariffs with such an exception would clearly be in violation of the Interstate Commerce Act. I was further informed that the performing of 'ferrying' without charge was an unlawful discrimination against the man who had to do his own trucking, and that such a charge is not only proper and lawful but necessary; and that free storage beyond a reasonable time is likewise improper and unlawful.

"If there were a conflict between the Interstate Commerce Act and the laws of New Hampshire and if it were impossible



to obey the laws of New Hampshire without subjecting ourselves to the drastic penalties of the federal law, our position would certainly be most unfortunate, but I am firmly convinced that there is no such conflict and that the proposed tariffs are neither in conflict with the statutes of 1883 and 1889 nor with the stipulation of 1911. We desire to have this matter submitted to you in order that the charge may not be made that we are attempting to do anything surreptitiously, and in the hope that you will inform us that in your judgment such contemplated action is not in violation of law or of the stipulation.

"Trusting to hear from you at your earliest convenience, I am

"Yours respectfully,

"EDGAR J. RICH,

*"General Solicitor."*

This letter was followed by another, dated November 13, 1911, making a slight correction in phraseology.

To these letters, on December 2, 1911, the commission made the following reply:

"CONCORD, N. H., December 2, 1911.

"EDGAR J. RICH, ESQ.,

"General Solicitor, B. & M. R. R.,

"Boston, Mass.

"*Dear Sir:*—

"Your letters of the 10th and 13th inst. addressed to this Commission concerning contemplated tariffs fixing charges for freight station storage and for ferry service and increasing the existing charge for secondary switching were duly received, and we have carefully considered the same and your request for a statement as to whether these proposed tariffs would be considered by us as in violation of the statutes of 1883 and 1889, or of the stipulation filed by the Boston & Maine Railroad under Chapter 196 of the Laws of 1911.

"It seems clear that Chapter 196 of the Laws of 1911 and the stipulation filed by the Boston & Maine Railroad under that statute were designed to accomplish exactly the same purpose with regard to rates in force at the time of the passage of that act as the acts of 1883 and 1889 were designed to accomplish with regard to the rates in force at the time those acts were passed. In both instances the 'rates' which were not to be raised were rates for the transportation of passengers or freight. This legislative construction of the phrase appears in the provision in said Chapter 196 where it is provided that after the filing of the stipulation provided for 'none of the rates for fares and freights now in force upon said railroad between points in the State of New Hampshire and between points in the State of New Hampshire and points on other parts of said railroad shall be raised.'

"The determination of the question whether the proposed tariffs are in violation of the statutes and stipulation in question would seem to depend therefore upon whether they are an increase in existing charges for the transportation of freight from point to point.

"As we now view the matter, it does not appear to us that the imposition of a charge for a service performed for a shipper before the freight reaches the freight station for shipment,—ferry service,—or after the transportation has ended, and a reasonable time has been allowed for the consignee to remove his freight from the station of the carrier,—freight station storage,—can be held to be an increase of the freight rate which covers the transportation alone. In other words, ferry service and freight station storage would appear to be species of service entirely aside from transportation which you have been heretofore rendering free to a part of your shippers. We agree with you that the imposition of a reasonable charge for such service does not appear to be in violation of the statutes and stipulation referred to.

"With regard to the proposed increase in the charge for secondary switching we take an opposite view. The general charge of one dollar per car for moving freight from one side track within a freight yard to another side track in the same yard appears to be no less a freight 'rate' than the charge for moving the same car to a side track at some other yard in some other town or city. Both charges appear to be 'rates for \*freights now in force between points in the State of New Hampshire', and an increase in either seems within the inhibition of the stipulation and of the act under which such stipulation was filed.

"If the proposed tariff doubling the existing charge for secondary switching should be filed, we believe that it would be our duty to exercise such power as we have to prevent its operation in the State of New Hampshire.

"In your conference with us on the 10th inst. you stated that the contemplated tariff for ferry service would impose a charge for such service only when the freight to be ferried was of less than 6,000 pounds in weight. We think that we ought to say to you now that it appears to us that the imposition of such a charge for ferry service upon small shippers while the same service is performed free for large shippers would be a discrimination in violation of paragraph (d) of Sect. 7 of Chapter 164 of the Laws of 1911.

"We trust that you will so frame any tariffs that you may file as to avoid the objections which we have stated to the tariffs as at first proposed by you. We have complied with your request to express our opinion at this time because we consider that it is entirely reasonable that a railroad corporation or public utility which is uncertain as to the legality of a tariff which it desires to file should request the opinion of the Commission upon that point so that the filing of an illegal tariff, which it would be the duty of the Commission on its own motion immediately to suspend, may be avoided. You will, however, understand that an opinion so expressed is not a formal decision which would bind the Commission if in any case heard and argued formally hereafter such opinion should appear to be erroneous.

"Yours truly,

"JOHN E. BENTON,

"Clerk."

On January 1, 1912, the Boston & Maine Railroad filed a freight station storage tariff and switching tariff, N. H. P. S. C. No. 540, to go into effect February 1, 1912, containing General Rules 1 to 5, both inclusive, as follows:

No.	DESCRIPTION.	RATE.
(A) 1.	Except as otherwise provided herein earload freight loaded on a public or private track and switched to another public or private track, within yard switching limits, for delivery .....	30c. per ton. Minimum charge \$3.00 per car.
(A) 2.	Except as otherwise provided herein earload freight interchanged with connecting railroads requiring delivery on, or originating on B. & M. R. R. or St. J. & L. C. R. R. delivery tracks or private sidings within yard switching limits .....	30c. per ton. Minimum charge \$3.00 per car. NOTE. — Coal, Anthracite and Bituminous, 2,240 lbs. as 2,000 lbs.
(A) 3.	FERRY Car. Except as otherwise provided herein less earload freight, on which B. & M. R. R. or St. J. & L. C. R. R. has had a revenue haul, switched from freight house or transfer platform to private or public tracks or industries: (a) When sorted or handled by station force..(See note)..... (b) When aggregating a weight of 6,000 lbs. or more for one consignee, not requiring sorting or handling by station force .....	20c. per ton of 2,000 lbs. Minimum charge \$2.00 per car.  No charge.
		NOTE.—When cars are loaded at forwarding stations or transfer points with 6,000 lbs. or more for one consignee having side track facilities, and for the convenience of the railroad, freight for other consignees is loaded in the same car, necessitating rehandling the car at the freight house or transfer platform at destination, but not requiring the handling of the freight in the car for consignee taking delivery on private or public track, such freight if left in the car will be switched to the private or public track without charge.

No.	DESCRIPTION.	RATE.
(A) 4.	<p>FERRY Car. Except as otherwise provided herein less carload freight switched from private or public tracks or industries to freight house or transfer platform for forwarding via B. &amp; M. R. R. or St. J. &amp; L. C. R. R.:</p> <p>(a) When sorted or handled by station force .....</p> <p>(b) When aggregating a weight 6,000 lbs. or more for one destination and not sorted or handled by station force.....</p> <p>(c) When aggregating a weight of 6,000 lbs. or more to be sorted or handled by station force at freight house or transfer platform at originating station, or at transfer point on B. &amp; M. R. R. or St. J. &amp; L. C. R. R. en route to destination .....</p>	<p>20c. per ton of 2,000 lbs. Minimum charge \$2.00 per car.</p> <p>No charge.</p> <p>20c. per ton of 2,000 lbs. Minimum charge \$2.00 per car.</p>
(A) 5.	<p>SECONDARY SWITCHING. Carload freight on which the B. &amp; M. R. R. or St. J. &amp; L. C. R. R. has received a revenue haul, once set for delivery, or empty cars once set for loading on public or private track and afterward ordered switched to another track or location within yard switching limits will be subject to a switching charge for each change of location ordered by consignee or shipper of.....</p>	<p>\$2.00 per car.</p>

On January 10, 1912, the commission ordered a hearing at Concord January 24, 1912, for the purpose of determining whether the rates, charges and prices proposed to be put into force and collected under said General Rules 1 to 5, both inclusive, were all or any of them unjust or unreasonable or in any wise in violation of law. Pending said investigation the commission ordered Rules 1 and 5 suspended till May 1, 1912.

The hearing was held as ordered on the date fixed, and further hearings were held on January 30, February 21 and March 7, 1912. The Amoskeag Manufacturing Company, the W. H. McElwain Company and the F. M. Hoyt Shoe Company appeared in objection to the proposed charge for ferry service. The Boston & Maine Railroad offered no evidence as to the reasonableness of the rates prescribed by said Rules 1, 2 and 5, but stated that it would acquiesce in any order that might be made affecting said rates if the same should be held by the commission to be unlawful and should be forbidden for that reason. The commission, therefore, made no further investigation with regard to the reasonableness of the rates prescribed by said rules.

For the reasons stated in said letter of December 2, 1911, set forth above, the commission did hold said rates prescribed by said Rules 1 and 5 to be unlawful.

Said Rule 2 related to a service not mentioned in Mr. Rich's letter to the commission of November 10, 1911, and was described by Mr. Eaton, general freight agent for the Boston & Maine Railroad, as follows:

"Rule 2 covers the service that we designate as interchange service; that is, it is switching freight in carloads delivered to us by connecting carriers and switched to a private track or an industry on the Boston & Maine Railroad, or it covers business that may originate at a private track or on a public track or industry on the Boston & Maine Railroad, and it is handled to the connecting carrier at that station. We designate that as interchange traffic because it is business we receive from and deliver to a connecting carrier. (Q. by Mr. Rich.) As I understand it, it is applicable only at the junction point? (A.) Applicable only at the junction point. Any business moving beyond that junction would be subject to a through rate, or in the absence of a through joint rate, the sums of the local rate. \* \*

\* So far as New Hampshire is concerned that would be applicable at Berlin, Fabyans, Groveton, Lancaster, Scott and Whitefield."

At present when a car is delivered to the Boston & Maine Railroad by a connecting road at any of said junction points for delivery at any track within the yard limits at that junction point, or when any car is offered within such yard limits for delivery at such connecting road the car is handled by the Boston & Maine Railroad for 20¢ per ton of freight contained therein or \$2.00 per car minimum charge. Rule 2' is designed to increase that charge to 30¢ per ton with a minimum charge of \$3.00. The charge for the service goes in full to the Boston & Maine Railroad and is the compensation for the movement of the freight in question from the point where it is received to its destination or to the connecting railroad, as the case may be.

It would not seem to require argument to support the proposition that an increase in the charge for such service is an increase in a rate for the movement of freight "between points in the State of New Hampshire" and forbidden by Chapter 196 of the Laws of 1911, and the stipulation filed thereunder. Being such an increase, the commission held the same to be unlawful.

Accordingly on January 31, 1912, an order was made forbidding the Boston & Maine Railroad to put into effect any of the rates prescribed by said Rules 1, 2 and 5, and fixing the rates contained in existing tariffs to be the maximum lawful rates to be observed and charged for the kinds of service in question.

Rules 3 and 4 prescribe a charge of 20¢ per ton with a minimum charge of two dollars per car for "ferry service" when freight to be ferried is less than six thousand pounds in quantity, and in all cases, regardless of quantity, when the same is for diverse destinations, requiring rehandling at the freight station of the railroad.

It is strenuously contended by the objecting shippers that such charge is unlawful because it increases the cost of transportation for freight shipped and received by shippers, who have heretofore enjoyed ferry service without cost. It certainly does increase the cost of doing business for many shippers, but it does not appear to us that the question of the legality of the proposed charge is necessarily determined by that fact.

By the consolidation statutes of 1883 and 1889 it was provided that the rates for fares and freights on the roads united under those statutes should not be increased, and by Chapter 196 of the Laws of 1911, providing for an investigation of railroad rates, and the stipulation filed thereunder, the Boston & Maine Railroad was restricted from raising its rates "for fares and freights now in force between points in the state of New Hampshire, and between points in the state of New Hampshire and points on other parts of said railroad prior to the time that said [Public Service] commission has completed its investigation and made the report provided for by [said] chapter."

It seems clear, as stated in our letter to Mr. Rich dated December 2, 1911, that "the determination of the question whether the proposed tariffs are in violation of the statutes and stipulation in question \* \* depends \* \* upon whether they are an increase in existing charges for the transportation of freight from point to point."

Transportation includes not only the carriage of freight from point to point, but the necessary terminal facilities to enable the carriage to be made. If, for example, it was sought to



make a charge for the use of the freight station through which freight is handled into a car, or for the labor of handling freight through said station, we should unhesitatingly say that the freight station and freight handlers were a part of the necessary terminal facilities and that they entered into transportation and were covered by the existing tariff rates. To impose a charge for such facilities would be to increase the rate for transportation by indirection and would be unlawful. On the other hand, the freight station is required by the shipper only for a reasonable length of time before sending and after receiving freight. For such reasonable time he can compel the carrier to provide him storage, and for no longer time. Accordingly we hold that while the carrier cannot impose a charge for what he is now bound to provide as a part of the transportation, he may impose a charge for that which he is not bound to provide,—that is, for storage after a reasonable time.

Ferry service, and the way in which it came into common practice was described by Mr. Eaton as follows:

"The term 'ferry car' is practically a new one, and we never published it (a ferry tariff) prior to this time. It means simply the switching of less than carload freight between our street terminals and the industrial track, the private track or our own public tracks if a shipper should desire to load less than carload freight on our public tracks. Now that practice, you might say, is practically general all over the system. \* \* Of course at large manufacturing centers such as Manchester and Nashua, Lowell and Lawrence, Salmon Falls, Dover, where we have the large mill corporations, it is done there more extensively than at any other point. It has grown up in this way; when these industries were equipped with side tracks of their own \* \* the railroad found presumably that they were obliged to place empty cars at these industries for outward loading. Now if they had empty cars in their yard that would be switched to the industrial track, and they had this freight going in, it would simply put the freight into the cars and handle it free, and that is the way the practice started, but it has grown and grown to a point where we feel now that it is quite a burden, particularly at some of the large centers, and I have in mind particularly Manchester, New Hampshire. There are instances there where we will take a car from Boston to Manchester loaded with anywhere from 15,000 to 30,000 pounds of freight, take it into our house at Manchester, unload it, sort the freight for the different factories and make three, four, and five ferry cars to this factory, to that factory and to the other factory, and I doubt very much if a good many cases, in view of the lower rates under which we haul these raw products in and the manufactured products out—I doubt if we are getting a new dollar for an old dollar in a great many instances. \* \* We ferry practically everything that is consigned to an industry in Manchester. \* \* We handle the less than carload freight to and



from the mills and the shoe factory in Nashua exactly the same as we do at Manchester and at Salmon Falls and Dover; we handle mill products and their supplies in the same way. At Portsmouth we switch the empty barrels from our freight house to the brewing company and we take their less than carload shipments of ale and beer direct from their factory to our freight house and some instances put other freight in the cars and the cars run direct to destination. The practice seems a general one all over the system, \* \* different lines of business have crept into it."

While, however, there is a practice of granting free ferry service to some degree on all parts of the system of the Boston & Maine Railroad, the extent to which it has been granted appears not to have been uniform.

The practice was most fully developed at Manchester, as indicated by the testimony of Mr. Eaton. It would appear from the testimony of the general agent at Manchester that at that city inbound freight has commonly been ferried to consignees having private side tracks without request, as a matter of course. So, too, have cars been placed for outgoing freight whenever asked for. If the quantity of inbound freight to be ferried, however, is insignificant, it is common to notify the consignee of its arrival and to allow the same to remain at the freight station until called for. A few large manufacturing concerns regularly avail themselves of ferry service. Other shippers having private tracks are granted ferry service whenever they ask for it and without regard apparently to the amount of freight to be ferried.

In Concord one or two shippers receive the service regularly and to a considerable extent. Other shippers having sidetracks appear to receive cars for the ferrying of out-going freight upon request. Inbound freight is not delivered until the consignee comes to the freight house and receipts for it. Then it waits at the freight station until an empty car is about to be placed at the delivery track of the consignee, when it is placed upon such car and ferried out. Some shippers dray practically all of their less than carload freight. In Concord it may be said that ferry service appears to be regarded as a matter of accommodation on the part of the railroad and not demanded or enjoyed by shippers uniformly.

Speaking generally of the practice at different points upon the Boston & Maine Railroad, it may be said that some shippers have received ferry service to any extent desired by them, and that other shippers who were not denied the service have not understood that they might have it performed for them without charge and consequently have not availed themselves of it.

The result has been that some shippers have been favored with a valuable service which other shippers have performed at their own cost. Thus the result of the practice of free ferry service has been discrimination between shippers.

An examination of the published tariffs of the Boston & Maine Railroad ought to show clearly whether shippers having private sidetracks are entitled to ferry service. The regulations of the Interstate Commerce Commission governing the construction and filing of freight tariffs, Tariff Circular No. 18-A, Section 10, paragraph (a), provide as follows:

"Each carrier shall publish, with proper I. C. C. numbers, post, and file separate tariffs which shall contain in clear, plain, and specific form and terms all the terminal charges and all allowances, such as arbitraries, switching, icing, storage, elevation, diversion, reconsignment, transit privileges, and car service, together with all other privileges, charges, and rules, which in any way increase or decrease the amount to be paid on any shipment as stated in the tariff which contains the rate applicable to such shipment, or which increase or decrease the value of the service to the shipper."

This provision clearly requires that the privilege of ferry service if given, should be set forth in the tariffs of the carrier in "clear, plain, and specific form" since it is admittedly a privilege which does greatly "increase the value of the service to the shipper." The provision has been in force since January 23, 1907, when it first appeared in Tariff Circular No. 8-A, Section 10. The general class freight tariff of the Boston & Maine Railroad, N. H. R. C. No. 2, I. C. C. No. 400, issued December 20, 1896, governs the class rates on the Boston & Maine Railroad, general increases or decreases in rates having been made by reference to that tariff. It contains, however, no provision whatever concerning terminal facilities; neither do tariffs issued subsequently until August 4, 1910. Since that date, all commodity tariffs filed have contained the following provision:

**"TERMINAL FACILITIES and DELIVERIES.**—The rates named herein apply from and to the tracks, stations or other receiving and delivering points on, or to and from private sidings connected with its lines, where the particular traffic is usually received or delivered; and also include the use of receiving and delivering facilities at its stations, or other receiving and delivering points, or private sidings, subject, nevertheless to such charges (if any) for switching, terminal service, storage, icing and all other charges and any rules and regulations that may in any wise change, affect or determine any part or the aggregate of such rates as well as any privileges or facilities granted or allowed; and any other charges for strictly local service or regulations incidental thereto as are, or shall be, published

from time to time and filed with the Interstate Commerce Commission."

Speaking generally, therefore, it may be said that existing class freight tariffs and commodity tariffs filed prior to August 4, 1910, contain no provision whatever as to terminal facilities, and that commodity tariffs filed since that date contain the provision quoted.

The provision in recent tariffs that rates contained therein "apply from and to the tracks, stations, etc. \* \* or to and from private sidings \* \* where the particular traffic is usually received or delivered" does not add apparently to the rights of shippers under tariffs without such provision, because, as has been stated, transportation includes the provision of the necessary terminal facilities without which shipment cannot be made.

Without any tariff provision providing for the same, the railroad is obliged not only to haul freight over its line, but to take the same from and deliver it to the receiving and delivery points "where the particular traffic is usually received or delivered". Carload shipments are usually received or delivered at private side tracks or at public delivery tracks, whereas the major part of less than carload shipments are usually received and delivered at the freight stations of the railroad.

The general freight tariff of the Concord & Montreal Railroad, in effect September 1, 1891, provides as follows:

"The corporation will not be responsible as a common carrier for property after the same has been transported to its destination and unloaded into its freight-houses or sheds, or, in case of bulk freight, after the same has been placed on a siding convenient for unloading;"

The Boston & Maine Railroad general freight tariff, in effect May 1, 1887, contains the following provision:

"The delivery of goods will be considered complete, and the responsibilities of the Company, as common carriers, will be considered terminated, when placed in the Company's shed or warehouse, at their final destination, or when they shall have arrived at the place to be reached upon the railway of this Company."

The date when free ferry service in Manchester first began did not appear from the testimony, but it does appear that such free service has there been long enjoyed and it undoubtedly antedated the lease of the Concord & Montreal Railroad to the Boston & Maine Railroad and was accordingly enjoyed when these tariffs were in force which thus clearly limited the duty of the carriers to a delivery at their freight stations.

Much light is thrown on this case by the discussion of the Interstate Commerce Commission and the United States Commerce Court in the case of Associated Shippers of Los Angeles vs. Atchison etc. Railway. In that case the various railroads entering Los Angeles imposed a charge of \$2.50 per car for placing carload freight upon private tracks. It appeared that similar charges were made at San Francisco and San Diego and nowhere else in the country. The complainants asked the Interstate Commerce Commission to compel the railroads to desist from imposing the charge.

The Commission, in an opinion by Commissioner Lane (I. C. C. Reps. Vol. 18, p. 310) said:

"The American railroad rate has always been recognized as covering the full service which the carrier gives—in furnishing the car, a proper place at which to load it, the conveyance of that loaded car, and its terminal delivery. \* \* \* The rate, which it is required shall be published, is a complete rate, which includes not only the charge for hauling, but the charge for the use of the terminals at both ends of the line. \* \* \* An additional charge may be made when an additional service is given. But the service here given is not additional to that for which the rate pays. If the shipper pays for team-track delivery and does not receive it, but asks instead and is given a sidetrack delivery which costs the carrier no more, he may not be compelled to pay an additional charge upon the assumption that he has received a terminal team-track service which has not been given."

The Commission accordingly held the charge in question to be illegal and forbade its continuance.

As will be perceived, the case involved merely the legality of a charge affecting carload shipments, and the majority opinion of the Commission does not contain any discussion of the duty of carriers as to less than carload shipments. But that the decision arrived at was based upon the general practice of railroads in this country as to the particular traffic in question,—that is, carload shipments,—is indicated by the language quoted, and by the following statement from the concurring opinion of Commissioner Harlan:

"The carload rates of carriers to and from a given destination by long established custom include the switching of the car to and from the store door on spur tracks directly connected with their respective terminals; \* \* \* My point is that the defendants, in separating the spur-track service from the line haul to these three points and dealing with it as an additional service for which an additional charge may be made, depart from the general practice of carriers and their own practice at other points, and in doing so thereby violate not only section 3 of the act but section 1 as well. \* \* \* In my judgment

this departure from the general theory upon which the schedules were built subjects those points to an undue discrimination and makes the through charges unreasonable. Not only do the defendants at those points put their tariff schedules at variance with the universal practice of carriers, but, without a justifying cause so far as the record discloses, they make an exception at those points to a fixed principle that underlies their own general rates."

From the opinion of the majority of the Commission Chairman Knapp dissented, and in his dissenting opinion appears the following statement of the duty of carriers with regard to less than carload shipments:

"In the absence of statutory requirements carriers by rail comply fully with their legal obligations in respect of delivery of freight by making delivery of less than carload shipments at their established depots or stations, and of carload shipments upon the team tracks which they provide and maintain for the general public. Moreover, sidetracks and spurs running to private industries or warehouses of particular shippers are usually constructed, as was shown to be the fact in this case, under some contract arrangement. The construction and maintenance of such sidetracks and the delivery of cars thereon at the private warehouses of certain shippers is a special privilege or favor which carriers are under no obligation to grant either at common law or under the act to regulate commerce. The rate established by a railway company for transportation from city to city, or from station to station, provides for no more as a matter of law than general delivery at freight house or team track. Undoubtedly the carrier may, if it chooses to do so, render this additional service without extra compensation. But it is one thing to say that a carrier *may* perform such a service without charge and quite another thing to say that it *must* do so."

From the decision of the Interstate Commerce Commission the railroads affected appealed to the United States Commerce Court where the opinion of the Commission was overturned, and the charge in question held lawful. (*Atchison etc. Railway vs. Commission*, 188 Fed. Rep. 227).

In the opinion of the court, the following statement of the duty of railroads as to freight transported was made:

"In the absence of special contract or usage to the contrary, under the common law carriers by land are bound to deliver or tender goods to the consignee at his residence or place of business, and until this is done they are not relieved from responsibility as carriers. This rule, however, never was applied to railroads. They are exempt from the duty of personal delivery, and bound only to carry the goods to the depot or station to which they are destined and there hold or place them in a warehouse ready for delivery whenever the consignee or owner calls for them, after notifying the consignee or owner



of their readiness to deliver. *Fenner v. Buffalo, etc. R. Co.*, 44 N. Y. 505, 4 Am. Rep. 709; *Witbeck v. Holland*, 45 N. Y. 13, 6 Am. Rep. 23; *Chalk v. Charlotte, etc., R. Co.*, 85 N. C. 423; *South, etc., Alabama R. Co. v. Wood*, 66 Ala. 167, 41 Am. Rep. 749; *New Orleans, etc. R. Co. v. Tyson*, 46 Miss. 729; *State v. Republican Valley R. Co.*, 17 Neb. 647, 24 N. W. 329, 52 Am. Rep. 424; *Francis v. Dubuque, etc. R. Co.*, 25 Iowa 60, 95 Am. Dec. 769; *Evershed v. London, etc. R. Co.*, 2 Q. B. Div. 254."

Mr. Justice Mack dissented from the opinion of the Court on the ground that the Court was concluded from interfering by a finding of fact by the Commission that private track delivery was practically identical with team track delivery. In his dissenting opinion, reported 188 Fed. Rep. 929, however, is found the following interpretation of the order of the Commission:

"The Commission \* \* has acted on the basis of the long-established American practice, which it was justified in assuming would be continued. Under that practice the shippers on industry tracks pay a delivery charge in the regular transportation rate. *Nothing in the order sought to be enjoined compels the railroads to continue to maintain the industry tracks or to make delivery thereon.* If, however, they voluntarily make delivery thereon, instead of on their other tracks, they are prohibited from exacting additional compensation for a service found to be substantially the same as that for which payment has already been made."

It will be seen from the quotations made that the duty of railroads with reference to less than carload freight is stated to be merely to receive and deliver the same at its freight stations.

The custom of giving unlimited ferry service free is not general, as is the custom of delivering free carload shipments upon private tracks. Other roads generally, so far as we have been able to learn, have tariffs imposing like charges as those here proposed.

The conditions existing on the Boston & Maine Railroad where, as we have remarked, some shippers enjoy free ferry service while others do not, has been condemned by the Interstate Commerce Commission in the following ruling contained in Interstate Commerce Conference Rulings, Bulletin No. 5, Ruling 97, issued April 1, 1911:

"The Commission condemns as unlawful a practice under which a carrier provides an empty car at factory sidings, in which the shipper may load L. C. L. shipments which the carrier then moves to its regular freight station where the shipments are assorted and placed in other cars to be forwarded to their respective destinations. Such practice is lawful only

under definite and clear tariff authority, non-discriminatory in terms and in its application."

That the placing upon private tracks of less than carload shipments was not contemplated by the railroad or by shippers when such private tracks were installed is also indicated by the following provision which is a part of the private side track agreements made by the Boston & Maine Railroad with shippers:

"Said Railroad, at the request of the said Shipper agrees to switch to and from said side track, subject to reasonable terms and regulations from time to time made by the said Railroad, all carload freight consigned to and from the said Shipper over the said Railroad:"

The agreement contains no provision with reference to less than carload freight.

To hold that the railroad must make shop door delivery and collection to and from all owners of private side tracks of all freight regardless of quantity is to require a double service upon less than carload shipments,—the furnishing of freight station facilities usually required by less than carload freight and switching facilities and service usually required by carload freight. Upon numerous small shipments the cost of the ferry service alone would be many times the total amount of freight money received.

It was suggested in argument that the imposition of any charge for a service rendered in connection with transportation upon the Boston & Maine Railroad not formerly exacted was a *violation of the spirit* of the stipulation filed under Chapter 196 of the Laws of 1911, it being claimed that the intent of the statute and of the stipulation filed under it was to restrict the railroad to only such charges as it was then exacting for such services of every kind as it was then performing.

A statute ought to be interpreted to effect the purpose of the legislature so far as that purpose can be discovered from what the legislature has said in the statute. Further than that the court or tribunal called upon to administer or enforce the statute cannot go without itself usurping legislative functions. In case of doubt as to the meaning of anything which is said in the statute regard may, of course, be had to the historical facts surrounding its enactment.

Chapter 196 of the Laws of 1911 was the result of a proposition made in the legislature of 1911 to repeal the provisions of the consolidation statutes of 1883 and 1889 which prohibited the raising of rates for fares and freights upon the roads united



under those statutes. A bill to effect such a repeal having been introduced into the legislature was referred to a special committee. Hearings were held and evidence was offered before the committee tending to show that the class rates upon a great portion of the Boston & Maine Railroad had been raised so as to be in violation of the statutes of 1883 and 1889. It was also testified that the commodity rates of the Boston & Maine Railroad were much lower than the legal maximum under those statutes, and that the railroad would be obliged to raise those commodity rates if it were not permitted to maintain the existing class rates, and that such action would result in great damage to New Hampshire industries.

No definite action was taken by the legislature with reference to the matter of railroad rates, but said committee reported a bill (said Chapter 196) directing an investigation by this commission, and providing for the filing of the stipulation in question. In the stipulation said railroad was to agree that it would "not voluntarily raise or endeavor to raise any of its rates for fares and freights now in force" between points on its road prior to the conclusion of the investigation.

It will thus be seen that the act under which the stipulation was filed as drawn and introduced by a committee which had before it the consolidation statutes of 1883 and 1889 and that it provided that said stipulation should contain exactly the same language limiting the right of the railroad to raise its rates as was contained in those statutes. The conclusion is irresistible that the legislature intended the stipulation to have the same restrictive effect as to rates in force in 1911 as those statutes had as to raise in force when they were passed.

At one of the hearings, counsel for one of the objecting shippers, who was also counsel for said legislative committee, made it very clear that such was his understanding of the effect of the stipulation as will be seen from the following portion of the record:

"Mr. BURROUGHS. As between points in the state of New Hampshire and points on the Boston & Maine railroad system outside, there would be no question in my mind that that stipulation meant that the status quo was to be maintained.

Commissioner BENTON. It would necessarily follow that the Boston & Maine could not have put any price for this service since the consolidation was made because by the statutes of 1889 and 1883 they were prohibited from raising rates.

Mr. BURROUGHS. That would be my position, yes sir.

The CHAIRMAN. Another thing, Mr. Burroughs, what about owners of private side tracks who never had enjoyed the ferry service, as a large part of them throughout the state

never have apparently, or assuming that there are such shippers, can they demand it?

Mr. BURROUGHS. I think they can, and I think any man, any shipper in the state of New Hampshire can demand this service."

The effect of granting free ferry service is strikingly reflected in the operating report of the Boston & Maine Railroad. In 1911 its freight locomotive mileage was 10,868,346, while its switch locomotive mileage was 6,804,440. Its switching revenue in that year was \$328,467. In the same year the New York Central, which has a charge for ferry service, had a freight locomotive mileage of 26,088,666, and a switch locomotive mileage of 13,978,031. Its switching revenue was \$1,491,202. The disproportionately great switching mileage of the Boston & Maine Railroad is in part only accounted for by shorter freight hauls. The opportunity to enjoy a service free always results in a greater use of that service than would be made if payment for the same were required.

The switching mileage in the report of the Boston & Maine Railroad, it must also be remembered, is the mileage when a free service is but partially in operation upon the road. If we compel the performance of the service free for one shipper we must, of course, compel the same service for all shippers, as was so clearly admitted by counsel for a shipper. It cannot be doubted that the service which is now general only in Manchester would presently be generally demanded in other cities and towns, with a result that the switching mileage of the Boston & Maine Railroad would become even more strikingly disproportionate to its freight train mileage than it now is.

As to carload shipments the duty of railroads may well be as stated by the Interstate Commerce Commission in the Los Angeles case. That case is now pending in the United States Supreme Court, where the view of the Commission may yet be upheld. It may also even be that the general practice of the railroads of the country in granting free ferry service to and from private tracks in case of shipments of substantial quantities of less than carload freight ought to be held to place upon railroads the same duty with regard to large quantities of less than carload freight as in regard to carload shipments. As to that we express no opinion. The railroad in its tariff now under consideration affords the same service to freight six thousand pounds in quantity as to freight in carload quantities. This limit is fixed because that is the operating minimum on the Boston & Maine Railroad,—that is, six thousand pounds is the least amount of load with which a car will be sent forward with-

out delay for other freight. This reason disposes of the apparent objection on the ground of discrimination to a tariff imposing a charge for ferriage only on quantities less than six thousand pounds, which we suggested in our letter to Mr. Rich of December 2, 1911.

The amount of the proposed charge does not exceed that generally made for the same service on other roads, nor does it equal the charge on some. From the evidence as to the actual cost of the service which is before us we find the same to be reasonable.

It is a general charge which the Boston & Maine Railroad seeks to put into operation over its entire system. We believe it to be a proper and reasonable charge for a service which the railroad not only ought not to be compelled to perform free, but which it can not perform free without leading to an increasing unnecessary waste in its cost of operation. We do not believe that if the charge had been imposed before the filing of the aforesaid stipulation that it would have occurred to anybody that the restrictions in the consolidation statutes of 1883 and 1889 operated to prevent its imposition. We find nothing in those statutes which indicates that it was the intent of the legislature to compel the railroads which might take advantage of them to continue any class of free terminal service which they might then happen to be giving to any shippers, and to extend the same to all other shippers who might later desire to enjoy the same. The full extent to which those statutes went, as we believe, was to prevent the railroads affected from raising rates for transportation, using the word transportation in the broad sense which we have before given to it. There is nothing to indicate that it was intended to compel a continuation of free service. It is common knowledge that when those statutes were passed it was not then infrequent for railroads to give to their shippers free passenger transportation, but it would scarcely be contended that they were prohibited by the provisions of the statutes from thereafter withdrawing such free transportation.

We do not believe that it would be either a lawful or a just exercise of the powers vested in this commission to prevent the railroad from putting into effect in this state the same uniform charge for ferry service which it seeks to put into effect over its entire system in the several states where it operates. Accordingly no order affecting said Rules 3 and 4 will be made.

JOHN E. BENTON,

*For the Commission.*

Filed March 14, 1912.

No. D—63.

## CONCORD &amp; MONTREAL RAILROAD.

Filed March 18, 1912.

Order March 18, 1912.

## PETITION FOR ORDER REGARDING SALE OF STOCK.

Appearances: for the petitioner; Hon. William M. Chase.

## REPORT.

This is a petition by the Concord & Montreal Railroad representing that a portion of the shares of the new capital stock of the corporation, authorized by the Public Service Commission, January 25, 1912, to be issued in accordance with a vote of the stockholders of said corporation, have not been subscribed for by the stockholders entitled to take them, within the time limited by the directors, although notice was reasonably given to the stockholders of the amount of increase of the capital stock of the corporation and the number of the shares or fractions of shares to which each was entitled and the price at which he was entitled to take the same and of the time within which he might subscribe; that the directors of said corporation now desire to sell said shares by public auction, and praying that this commission will prescribe the city or town in which such sale shall take place, and the newspapers in which the notice of such sale shall be published.

Paragraph (d) of Sect. 14 of "An Act to Establish a Public Service Commission" provides as follows:

"If \* \* any shares of the new issue of stock remain unsubscribed by stockholders entitled to take them, the directors shall sell the same by public auction to the highest bidder at not less than par \* \* in such city or town as may be prescribed by the commission, and the notice of the time and place of sale shall be published at least five times \* \* in such newspapers, not less than three in number, as may be prescribed by the commission."

An order will issue prescribing Boston as the city in which said sale at auction shall be made, and prescribing the Boston News Bureau and the Boston Herald, newspapers published in said city of Boston, the Concord Evening Monitor, a newspaper published in the city of Concord, in the State of New Hampshire, and the Manchester Union, a newspaper published in the city of Manchester, in the State of New Hampshire, as the newspapers in which notice of time and place of sale shall be published, as prescribed in said paragraph.

EDWARD C. NILES,

*For the Commission.*

Filed March 18, 1912.

Order No. 51.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

Upon consideration of a petition of the Concord & Montreal Railroad, filed March 18, 1912, representing that it desires to sell at public auction a portion of the shares of the new capital stock of the corporation duly authorized by the Public Service Commission on January 25, 1912, it is

ORDERED, that such sale be held in the city of Boston in the Commonwealth of Massachusetts, and that notice of the time and place of sale be published at least five times immediately preceding the time fixed for the sale in the Boston News Bureau and the Boston Herald, newspapers published in said city of Boston, in the Concord Evening Monitor, a newspaper published in the city of Concord, in the State of New Hampshire, and in the Manchester Union, a newspaper published in the city of Manchester, in the State of New Hampshire.

By order of the Public Service Commission this eighteenth day of March, 1912.

EDWARD C. NILES,  
*Chairman.*

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No. D—56.

W. H. McELWAIN COMPANY AND UNITED REALTY  
COMPANY.

Filed February 8, 1912.

Order March 20, 1912.

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PETITION FOR ASSENT TO THE CONVEYANCE OF A WATER UTILITY  
IN THE TOWN OF MERRIMACK.

Appearances: for the petitioners; Clifford P. Warren.

REPORT.

This is a petition by W. H. McElwain Company and United Realty Company representing that the McElwain company is a corporation organized for the purpose of manufacturing shoes and for other similar purposes with an authorized and outstanding capital stock of \$5,000,000; that in 1908 it purchased from the United Realty Company certain land and buildings in Merrimack in the County of Hillsborough; that part of the property so purchased was a water system supplying water to



a portion of the inhabitants of said Merrimack; that said McElwain company has since said purchase operated said water system and now supplies water to about forty-one customers in said Merrimack; that said water system has been operated since said purchase as a convenience to the inhabitants of said Merrimack and not for the purpose of profit, and that the receipts from such operation are not more than sufficient to meet the expenses of the same; that proper returns and reports with respect to said water system cannot be furnished unless the same is owned and operated separately from the general business of said McElwain company; that said McElwain company owns and controls all of the stock of said United Realty company, and that it is in the public interest that said McElwain company should be allowed to transfer said water system to said Realty company.

An order is prayed for approving a transfer from the McElwain company to the Realty company, for a nominal consideration, of

"all the water system at Merrimack in the County of Hillsborough and state of New Hampshire now the property of the said W. H. McElwain Company, for the supplying of water to the inhabitants of the said town of Merrimack, including franchises and rights of every nature in public streets and in the premises of individuals or corporations, all pipes, tanks, meters, fixtures and all other property in anywise forming a part of the said system; together with all claims, demands, actions or rights of action which the said W. H. McElwain Company may have against any person or corporation whatever, for or by reason of its service in supplying water to the inhabitants of the said town of Merrimack; together with the right for the period of five (5) years from the date hereof to maintain in their present location any or all of the pipes, tanks or other personal property or structures forming part of the said water system which are now located on the premises of the grantor and a right of access for any purpose whatever to the said pipes, tanks or other property so located; excepting, however, from this conveyance all interests in real estate except as above specified or rights in pumps, engines and other machinery of the said W. H. McElwain Company."

A hearing was held in Concord, February 17th, 1912.

The facts with reference to the purchase, holding and operation of the water system are as stated in the petition. Said McElwain company is exclusively engaged in the manufacture of shoes, with factories at Manchester, Newport, Nashua and Merrimack, in the state of New Hampshire, and Bridgewater and Boston, in the state of Massachusetts. Its factory at Merrimack is used for the purpose of a tannery and large quantities of water consumed at the same are secured through the water

system in question. The supplying of water to the public is purely incidental to the main business of said McElwain company, and said company does not desire to be classed as a public utility and made subject to the laws affecting utilities.

Said Realty company is an inactive corporation which holds no property, all of the stock of which is held by said McElwain company. It is proposed by said McElwain company to transfer the water system to said Realty company and to permit that corporation to own and operate the same separately from any other property.

There are many corporations engaged in various kinds of private business which also operate water, electric and telephone utilities. In order to comply with the law in the making of statistical reports to the commission it will be necessary for such corporations to segregate such utility business from all other kinds of business in the keeping of their accounts. The proposition here made to transfer the utility business to a separate corporation meets with our approval, as a complete separation is thereby assured of the business over which we have supervision from that over which we have no supervision.

In cases where such transfer is made, however, such property must be included in the transfer as will enable the new utility to meet the demands of the public for service to the same extent as such needs could be met before the transfer.

The pumps and engine used in operating the present system are not included in the proposed deed, a copy of which is attached to the petition, nor are the water rights, whatever they may be, upon which the supply of water is dependent. Said proposed deed covers only the pipes, tanks, meters and like fixtures, and it is proposed that said Realty company shall contract with said McElwain company for a supply of water to be supplied through pumps owned and operated by said McElwain company.

It is suggested that said McElwain company uses large quantities of water in its factory and that the electric motors by which the pumps are driven are also used to drive other machinery of said McElwain company. This being the situation, it is perhaps natural that said McElwain company should prefer to withhold from transfer its motor, pumps and water rights, and we have no doubt that reasonable arrangements would be made by it with said Realty company to enable the latter corporation to continue the service which said McElwain company is now giving to the public. It is, however, clear that if the proposed transfer should be approved and made, and said McElwain company should chance not to make an arrangement for supplying



water to said Realty company, the latter corporation would be left wholly unable to meet the public needs which are now being met. We ought not to approve a transaction which would render such a result possible, no matter how improbable such result may be.

Accordingly, when the transfer is made it should include the necessary rights to enable said Realty company perpetually to draw water from the river for the supply of said water system, and should include the pumps by which the water is supplied. As, however, the motor by which the pumps are driven is used for operating other machinery owned by said McElwain company that need not be included in the transfer. It is a part of the equipment of the utility which could easily be supplied if need should arise.

There is, however, no apparent reason why a contract should not be made between the two corporations coincidently with the transfer proposed by which said McElwain company shall undertake to operate the pumps of said Realty company for the purpose of supplying to the latter corporation the water which it shall require for the supply of said water system so long as said McElwain company shall continue to operate its factory in said Merrimack, and in our opinion such contract should be made.

The views of the commission upon this matter were expressed at the hearing, and the petitioner, through its counsel, then stated that the proposed deed would be changed to meet the suggestions made, and that the suggested contract would also be executed.

It was suggested that as said McElwain company owned all of the capital stock of said Realty company it would be desirable to make the compensation of said McElwain company for pumping and supplying water to said Realty company the total amount of receipts from the water system not required for ordinary and necessary repairs upon the same and for necessary expenses of operation. No objection appears to this arrangement, the said Realty company being a mere holding device to meet the peculiar situation here existing.

The proposed transfer to be made in conformity with the suggestions made herein is approved, and upon the filing of a copy of the proposed deed and contract duly executed a formal order will be made.

JOHN E. BENTON,

*For the Commission.*

Filed February 17, 1912.

## Order No. 52.

## STATE OF NEW HAMPSHIRE.

## PUBLIC SERVICE COMMISSION.

In the matter of the petition of W. H. McElwain Company and United Realty Company, praying for an order assenting to the transfer of the water system located in the town of Merrimack in the County of Hillsborough, and owned and operated by said W. H. McElwain Company, to said United Realty Company, the instrument of conveyance and a contract for the operation of the pumps covered by the same having been made in conformity with the views of the Commission expressed in its opinion, filed February 17, 1912, and it appearing that said instrument of transfer as amended and executed, bearing date March 6, 1912, and filed with this Commission March 16, 1912, and the transfer made thereunder, may be approved consistently with the public good, it is

ORDERED, that said transfer be and is approved and assented to.

By order of the Public Service Commission this twentieth day of March, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—59.

## PLAISTOW ELECTRIC LIGHT &amp; POWER COMPANY.

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Filed February 24, 1912.

Order April 27, 1912.

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PETITION FOR PERMISSION TO ENGAGE IN BUSINESS IN TOWNS OF  
ATKINSON, HAMPSTEAD AND DANVILLE, AND TO INCREASE CAP-  
ITAL STOCK TO \$5,000.

Appearances: for the petitioner; Elbert A. Landman, President.

## REPORT.

This is a petition by the Plaistow Electric Light & Power Company praying for permission to extend its power line into the towns of Atkinson, Hampstead and Danville, and to engage in the business of furnishing electricity to the public in said towns, and further praying for authority to increase its capital stock from fifteen hundred dollars to five thousand dollars for the purpose of making such extension.

A hearing was held at Exeter on March 26, 1912. It appears that there is no electric utility doing business in any of the towns mentioned, and that the public in said towns desire the petitioner to extend its line as proposed so that they may be afforded an opportunity to enjoy electric service.

We are satisfied that the proposed construction will be for the public good, and that the amount of stock proposed to be issued is reasonably requisite for the purpose of making such extension. An order will accordingly issue granting the permission and authority prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed April 27, 1912.

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Order No. 57.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of Plaistow Electric Light & Power Company, filed February 24, 1912, praying for permission to construct lines and other apparatus necessary to enable said corporation to engage in the business of supplying electricity to the public and to engage in said business in the towns of Atkinson, Hampstead and Danville, in the County of Rockingham in said State, and for authority to issue its capital stock to the amount of three thousand five hundred dollars (\$3,500.00) for the purpose of providing funds with which to make such construction, it appearing that such construction and engaging in business will be for the public good and that such proposed issue of stock is reasonably requisite for the purpose proposed, and it further appearing that in the construction of its present plant the said corporation has expended a considerable sum in excess of the total amount of its capital stock heretofore authorized, it is

ORDERED, that the permission of the Commission be and is granted to said Plaistow Electric Light & Power Company to construct the necessary plant, line and apparatus in said towns of Atkinson, Hampstead and Danville to enable it to engage in the business of supplying electricity to the public therein, and the approval of the Commission be and is granted to said petitioner for such construction and engaging in business, and it is

FURTHER ORDERED, that said Plaistow Electric Light & Power Company be and is authorized to issue thirty-five hundred dollars of its capital stock for the purpose of providing funds with

which to make such construction, and with which to pay for indebtedness already incurred in constructing its present plant in excess of the amount of proceeds of the stock of said corporation heretofore authorized, and it is

FURTHER ORDERED, that on July first and January first in each year said Plaistow Electric Light & Power Company shall make a report to the Public Service Commission, duly sworn to by its treasurer, setting forth in detail the consideration received for said stock authorized to be issued, and the use and application of the cash proceeds of the same until such cash proceeds shall have been fully expended.

By order of the Public Service Commission this twenty-seventh day of April, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—14.

WILLIAM F. RUSSELL, *et als.*

*vs.*

GREAT FALLS GAS LIGHT COMPANY.

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Filed August 9, 1911.

Final action May 3, 1912.

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PETITION FOR AN IMPROVEMENT IN SERVICE AND FOR A REDUCTION  
IN THE PRICE OF GAS.

Appearances: for the respondent; Streeter, Demond & Woodworth.

On October 20, 1911, respondent ordered to file answer by November 15, 1911, and hearing at Somersworth ordered for December 4, 1911, at the Court Room of the Police Court. Answer filed November 13, 1911, setting up a reorganization of the respondent, a reduction in the price of gas to be made, effective December 1, 1911, and promising an improvement in service.

On December 4, 1911, by consent of the petitioners, the hearing ordered for that date was continued to a date to be fixed by the commission to afford an opportunity for the improvement in service promised.

On May 3, 1912, the petition was placed on file to be brought forward on motion of petitioners.

No. D—25.

E. D. MACKEY *et als.*

*vs.*

GRAND TRUNK RAILWAY.

Filed October 3, 1911.

Disposed of May 3, 1912.

PETITION FOR ABATEMENT OF SMOKE NUISANCE AT BERLIN CAUSED  
BY GRAND TRUNK RAILWAY COMPANY LOCOMOTIVES.

Appearances: for the respondent; H. P. Sweetser, Assistant to Solicitor.

Petition praying for an order requiring the respondent to abate the nuisance of smoke from its engine used in switching freight upon the Berlin Mills branch in the city of Berlin. On October 24, 1911, an order was made that the respondent satisfy the complaint or answer by November 1, 1911. On October 31, 1911, the respondent filed an answer in the form of a letter, and on November 4, 1911, filed a further answer in which it set forth that instructions had been issued to apply a steam blowing device to the engine in question, similar to those in use on switching engines on the respondent's line at Detroit and Chicago, designed to eliminate the smoke complained of. A detailed description of the device proposed to be attached was called for and on November 27 was submitted to the commission.

The petition was before the commission for some time without an order for hearing to afford an opportunity for the respondent to attach and try the device proposed. The device was applied and the engine to which it was attached was placed in operation on or about December 21, 1911.

On May 3, 1912, the petition was placed on file to be brought forward on motion of petitioners.

No. D—54.

## TOWN OF HUDSON

*vs.*

BAY STATE STREET RAILWAY COMPANY.

Filed February 1, 1912.

Final action May 3, 1912.

PETITION FOR AN ORDER REQUIRING RESPONDENT TO REMOVE SNOW  
FROM THE HIGHWAY.

Appearances: for the petitioner; Hamblett & Spring; for the Bay State Street Railway Company; George B. French.

On the date of filing, the respondent was granted until February 9, 1912, within which to satisfy the matters complained of or to make answer thereto in writing.

Answer filed February 8, 1912.

A hearing was ordered February 8, 1912, in the Assembly Chamber, City Hall, Nashua, for February 10, 1912, and was held as ordered. At the conclusion of the hearing, the respondent agreed to make satisfaction, and by agreement the case was continued to allow such satisfaction to be made.

On May 3, 1912, the complaint having been satisfied, the petition was placed on file.

No. D—61.

## CITY OF MANCHESTER

*vs.*

BOSTON &amp; MAINE RAILROAD.

Filed March 16, 1911.

Final action May 3, 1912.

PETITION FOR GRADE CROSSING PROTECTION.

Appearances: for the petitioner; O. F. Moreau, City Solicitor; for the Boston & Maine Railroad; Edgar J. Rich, General Solicitor.

Petition for an order requiring said railroad to install and maintain alarm signals at various grade crossings, as follows: at the points where South Beech Street and Baker Street are crossed by the Manchester & Lawrence Railroad, and at the

points where Willow Street, Union Street, Beech Street, Maple Street, Lincoln Street, Wilson Street, Valley Street, Belmont Street, Taylor Street, J. Hall Road, Mammoth Road, and Page Street are crossed by the Concord & Portsmouth Railroad.

March 13, 1912, a hearing was ordered at City Hall, Manchester, for March 22, 1912. On March 16, 1912, the Boston & Maine Railroad notified the commission that said signals would be installed without hearing.

On May 3, 1912, the petition was placed on file to be brought forward on motion of petitioner.

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No. D—65.

C. L. RUSSELL & SONS *et als.*

*vs.*

BOSTON & MAINE RAILROAD.

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Filed April 1, 1912.

Final action May 3, 1912.

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PETITION RELATING TO FERRY CAR CHARGES.

There was no formal hearing on this petition. A conference was held April 4, 1912, which was attended by the petitioners and Mr. George H. Eaton, general freight agent of the Boston & Maine Railroad. Modifications of B. & M. R. R., N. H. P. S. C. Tariff No. 540 were agreed upon, which were made effective by Supplement No. 4 thereto.

On May 3, 1912, the petition was placed on file to be brought forward on motion of petitioners.

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No. D—66.

TILTON ELECTRIC LIGHT & POWER COMPANY.

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Filed April 9, 1912.

Order May 3, 1912.

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PETITION FOR AUTHORITY TO INCREASE CAPITAL STOCK.

Appearances: for the petitioner; William B. Fellows.

REPORT.

This is a petition praying for authority to issue fourteen thousand dollars (\$14,000) in common stock of the petitioner,



the proceeds to be used in the payment of indebtedness incurred in the making of permanent additions and extensions to the petitioner's properties.

A hearing was held at Concord on April 27, 1912. It appears that in building an extension to Northfield and in other necessary permanent additions to its properties the petitioner has expended the sum of \$14,029.94, and has incurred indebtedness to that amount which it desires to pay from the proceeds of the stock proposed to be issued. Said extension and additions were for the public good, and the amount of stock intended to be issued is reasonably requisite for the purposes proposed. An order will issue as prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed May 3, 1912.

Order No. 58.

#### STATE OF NEW HAMPSHIRE.

##### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Tilton Electric Light & Power Company, filed April 9, 1912, praying for authority to issue fourteen thousand dollars (\$14,000) of common stock, the same to be offered at par proportionately to the stockholders of said corporation, it appearing after public notice and hearing that the petitioner desires to use the proceeds of said stock in the payment of indebtedness incurred in the making of permanent additions and extensions to the petitioner's properties, and that the expenditure of the same for said purposes is consistent with the public good and that the entire proceeds of said proposed issue of stock is reasonably requisite for said purposes, it is

ORDERED, that said Tilton Electric Light & Power Company be and is authorized to issue fourteen thousand dollars (\$14,000) of its common stock, the same to be offered at par proportionately to its stockholders as provided by vote of the stockholders of said corporation passed April 8, 1912, copy of which vote was filed with this commission April 11, 1912, and it is

FURTHER ORDERED, that any balance of said issue of fourteen thousand dollars (\$14,000) not taken by its said stockholders shall be sold at auction as provided by law, and it is

FURTHER ORDERED, that the proceeds of said stock shall be used only for the purpose of paying the indebtedness incurred in the making of permanent additions and extensions to the

petitioner's properties shown by a schedule filed with this commission on April 9, 1912, and it is

FURTHER ORDERED, that on July first and January first in each year said corporation shall file with this commission a detailed account, duly sworn to by its treasurer, showing the disposition of the proceeds of said stock until the whole of said proceeds shall have been fully accounted for.

By order of the Public Service Commission this third day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

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No D—64.

R. S. BARKER, *et als.*

*vs.*

GRAND TRUNK RAILWAY.

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Filed March 20, 1912.

Final action May 4, 1912.

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PETITION FOR ADDITIONAL TRAIN SERVICE AT STRATFORD HOLLOW.

Following correspondence concerning this petition the respondent advised the commission that instructions had been issued to make Stratford Hollow a flag stop for Train No. 2, on and after May 5, as requested in said petition.

On May 4, 1912, the complaint having been satisfied, the petition was placed on file.

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No. D—30.

SMITH S. JACOBS *et als.*

*vs.*

MANCHESTER & NASHUA STREET RAILWAY.

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Filed October 16, 1911.

Dismissed May 9, 1912.

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PETITION FOR CHANGE OF TIME AND FARE LIMITS.

Appearances: for the petitioners and others interested in the petition; Hamblett & Spring, Albert Terrien, and H. A. Cutter; for the Manchester & Nashua Street Railway; Burnham, Brown, Jones & Warren; for the Bay State Street Railway Company; Geo. B. French.

## REPORT.

The above petition was filed October 16, 1911, and an amendment was filed November 3, 1911.

Hearings were held at Nashua, November 23, 1911, and on several subsequent dates at Nashua and Concord.

The Manchester & Nashua Street Railway Company, owned by the Manchester Traction, Light & Power Company, runs from Goff's Falls, a few miles south of Manchester, to a point in Hudson, a short distance from the easterly end of the Taylor's Falls bridge, which crosses the Merrimack River from Hudson to Nashua. It there connects, through a few feet of track of the Hudson, Pelham & Salem Street Railway Company, with the tracks of the Bay State Street Railway Company, operating the Nashua Street Railway Company, and crossing the bridge into Nashua.

On the north it connects at Goff's Falls with the lines of the Manchester Street Railway, also owned by the Manchester Traction, Light & Power Company, thus forming a direct through line from the transfer station in Manchester to the transfer station in Nashua.

This petition, signed by numerous residents of Hudson and Nashua, and others, makes two complaints; first, that no car reaches Nashua before 7.15 A. M., whereas it is necessary that a number of persons habitually travelling on this line should reach Nashua by 7.00 A. M., and second, that persons taking the cars of the Manchester & Nashua Company east of the Hudson bridge have to pay two five cent fares to reach the transfer station in Nashua, a distance of about one and one quarter miles from the east end of the bridge.

The first complaint was met promptly by putting on a car which reaches the transfer station at five minutes before seven in the morning. At the hearing the claim was made that the car should arrive still earlier. This claim is based upon the fact that a single manufacturing concern in Nashua opens its shop at 6.45 A. M. It appeared that there were three persons who worked at this shop and lived in or above Hudson. The inconvenience of running an earlier car, in view of the excessively early hour at which it would be obliged to leave Manchester, is so great that if we had the power we would not feel justified in ordering it, considering the small amount of patronage which it would receive, and the financial condition of the road. Moreover, as the prayer of the petition in this respect has been satisfied, it would seem that no question is now before us upon this branch of the case.

The other ground of complaint, however, stands upon a very different footing.

There is a considerable community near the east end of the Hudson bridge, and along the Litchfield road and another road parallel to and near it. There is also a cemetery, belonging to a large Roman Catholic congregation in Nashua, situated about three quarters of a mile above the bridge, and near the lines of the Manchester & Nashua Company. There is also a smaller cemetery and a chapel on a cross-road a little further north. Persons travelling between Nashua and any part of this territory, in either direction, are obliged to pay two fares, one to the Manchester & Nashua and one to the Bay State Company, the latter fare, of course, including transfers to or from any part of the Nashua system. On the other hand, travellers on the lines of the Bay State Company, which, besides operating the Nashua Street Railway, runs to Lowell, Massachusetts, ride on a single fare from a point in Hudson more than five miles from the transfer station, and receive transfers good to all points on the Nashua system, making a total possible ride of over seven miles for a single fare.

A single fare also carries passengers to a distance of about four miles from the transfer station, on the Hudson, Pelham & Salem line. This fare does not include transfers.

It is clear that residents of Hudson on the Manchester & Nashua line are at a great disadvantage as compared with those on the other two lines.

They are also paying an excessive fare, if we use as a test the distance commonly travelled on a single fare on suburban lines in New Hampshire, and in New England generally, the usual length of the first fare limit from the centre of population being about five miles.

If only a single line were involved, there would be no great difficulty in effecting a reasonable adjustment. But the case is greatly complicated by the division of the territory in question between two independent companies.

The Manchester & Nashua Company runs its own cars over the lines of the Bay State Company, from the east end of the bridge to the transfer station. It turns over all the fares to the Bay State Company, which furnishes the power, pays the employees in charge of the car, and pays the Manchester & Nashua Company one and one half cents per car mile for the distance which the cars run over its lines.

After full hearing, it was clear to us that some arrangement ought to be made by which passengers could ride on a

single fare between the transfer station and some point on the Manchester & Nashua line one and one half to two and one half miles north of the bridge. We so informed the companies concerned, and we have had a number of conferences with their managing officers and counsel and the counsel for the petitioners, but without result, the companies being unable to agree with each other upon any modification of their contract.

A readjustment of fare limits on the Manchester & Nashua line would not meet the requirements of the situation. There is no complaint as to the existing fare limits, which are three in number and approximately three miles in length. Nor is it claimed that the total fare of twenty-five cents from Manchester to Nashua is excessive, or that any arrangement should be made by which the scanty revenues of the Manchester & Nashua line should be diminished. The only difficulty and the only cause of complaint lies in the fact that it is impossible to travel for a single fare between the transfer station in Nashua and some point on the Manchester & Nashua line a reasonable distance above the Hudson bridge.

This cause of complaint, which is beyond question well-founded, can be removed only by the establishment of a new arrangement between the two companies concerned for the operation of the Manchester & Nashua cars over the lines of the Bay State Company, and for the division of the expenses and receipts. The companies having failed to effect such an arrangement by mutual agreement, although in our opinion the matter could well be adjusted upon a reasonable basis, the question arises whether this commission has power to compel an adjustment by the establishment of a joint rate.

It seems to be clearly established that it is within the power of the legislature to authorize a commission to establish joint rates. *M. & St. L. R. Co. v. Minnesota*, 186 U. S. 257, 263-4; *Little Rock, etc., R. Co. v. St. L. etc., R. Co.*, 63 Fed. R. 775; *Burlington, etc., R. Co. v. Day*, (Iowa) 12 L. R. A. 436.

But that authorization must be in clear and explicit terms. *Little Rock, etc., R. Co. v. St. L. etc., R. Co.*, *supra*, at p. 781.

Has the legislature, in clear and explicit terms, authorized this commission to establish joint rates?

The petitioners' counsel argue that it has done so. Their contention is based principally upon the following provisions of the act creating this commission:

SECT. 4. "Every railroad corporation and every public utility shall furnish such service and facilities as shall be reasonably safe and adequate and in all respects just and reasonable."

SECT. 7 (d). "No railroad corporation or public utility shall make or give any undue or unreasonable preference or advantage to any person or corporation or to any locality or to any particular description of service in any respect whatsoever, or subject any particular person, or corporation, or locality, or any particular description of service to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

SECT. 11 (a). "Whenever the Commission shall be of opinion \* \* \* that the rates \* \* \* collected or proposed to be collected or demanded by any railroad corporation \* \* \* are unjust or unreasonable \* \* \* the Commission shall determine the just and reasonable rates, fares, and charges to be thereafter observed and in force as the maximum to be charged for the service to be performed, and shall fix the same by order to be served upon all railroad corporations by which such rates, fares and charges are thereafter to be observed."

A comparison of these provisions with the corresponding provisions of An Act to Regulate Commerce, being the original Interstate Commerce Act passed in 1887, is of great assistance in arriving at a solution of this question.

The first section of the Act to Regulate Commerce provided that "all charges \* \* \* shall be just and reasonable," and declared unlawful "any unjust and unreasonable charge."

The act also provided for the filing with the Commission of "all joint tariffs or rates."

Section 3 of the Act provided as follows:

"And no such company shall make or give any undue or unreasonable preference or advantage to or in favor of any particular person or company or any particular description of traffic in any respect whatever, nor shall any such company subject any particular person or company or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

Another clause of the act was as follows:

"Every common carrier subject to the provisions of this Act shall, according to their respective powers, afford all reasonable, proper and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines."

The commission, in *L. R. & M. R. R. Co. v. E. T. etc., R. R. Co.*, 3 I. C. C. R. 1, held that under the Act it had no power to establish joint routes and rates, though Congress probably intended that it should have. And it recommended an amendment which



should in specific terms give it that power, similar to the corresponding provision in the English law.

The power of the Commission to fix joint rates was also either denied or doubted in *Cin. etc., R. Co. v. Interstate Commerce Commission*, 162 U. S. 184; *K. & I. Bridge Co. v. L. & N. Ry. Co.*, 2 L. C. C. R. 351, 37 Fed. R. 567, 2 L. R. A. 289.

It will be observed that every substantial provision relied upon as tending to prove a legislative intent to confer upon this commission authority to establish joint rates finds its counterpart in the original Interstate Commerce Act. Yet that act was held not to confer such authority, and an amendment was therefore sought and obtained, in explicit terms conveying that authority.

An Act to Regulate Commerce, as amended June 18, 1910, Section 14, sixth clause, provides:

"The Commission may also, after hearing, on a complaint or upon its own initiative without complaint, establish through routes and joint classifications, and may establish joint rates as the maximum to be charged and may prescribe the division of such rates as hereinbefore provided (i. e., in case the parties do not agree) and the terms and conditions under which such through rates shall be operated, whenever the carriers themselves shall have refused or neglected to establish voluntarily such through rates or joint classifications or joint rates."

For similar provisions in state laws, see *Conn. Laws of 1911*, Ch. 128, s. 21; *Wash. Laws of 1911*, Ch. 117, s. 57.

The construction placed upon the Interstate Commerce Act, the fact that for twenty-three years under that act the Commission did not assume the power of making joint rates, and that an amendment was deemed necessary to give that power, and the explicit language deemed necessary in that amendment and in similar clauses in state statutes, force the conclusion that the act creating this commission did not confer upon it authority to establish joint rates.

This conclusion is reënforced by the knowledge that an amendment in substantially the same form as the amendment to the Act to Regulate Commerce, quoted above, was presented to the legislative committee having charge of the Act to Establish a Public Service Commission, but was not incorporated in that act.

When there is merely room for doubt as to our jurisdiction in any particular class of cases, we regard it as our duty to assume jurisdiction. And in this particular case, if there were reasonable ground for holding that we had jurisdiction, we would not hesitate to assume it, and to grant the relief prayed



for, by establishing a joint rate from a point some distance north of the Hudson bridge to the transfer station in Nashua. The situation demands relief, and the corporations concerned ought to be able to give it of their own motion. And if the Courts should inform us that we are mistaken in our view of the law, we would not delay the establishment of a joint rate on reasonable terms.

But in view of our understanding of the limitations upon our powers above set forth, the only course open to us is to dismiss the petition upon the ground that we have no jurisdiction to grant the relief requested.

EDWARD C. NILES,  
*For the Commission.*

Filed May 9, 1912.

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No. D—24.

WHITE MOUNTAIN TELEPHONE & TELEGRAPH COMPANY  
AND BAKER'S RIVER TELEPHONE COMPANY.

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Filed September 27, 1911.

Order May 10, 1912.

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PETITION FOR LEAVE TO PURCHASE BAKER'S RIVER TELEPHONE  
COMPANY AND TO ISSUE STOCK.

Appearances: for the White Mountain Telephone & Telegraph Company; Allen Hollis and M. B. Jones: for the Baker's River Telephone Company; A. F. Wentworth: for the Citizens Telephone Company; Shannon & Tilton: for Citizens Telephone Company stockholders and W. Johnson *et als.*, stockholders of Baker's River Telephone Company; F. M. Beekford: for the Canterbury & Boscawen Telephone Company; N. E. Martin: N. J. Dyer, per se.

REPORT.

This is a petition by the White Mountain Telephone & Telegraph Company and the Baker's River Telephone Company representing that, subject to the approval of this commission, said first mentioned corporation has entered into an agreement to purchase the entire property, rights and franchises of said Baker's River Telephone Company for the sum of \$37,962, of which sum \$17,625 is to be paid in five per cent cumulative preferred stock of said White Mountain Telephone & Telegraph Company.

An order is prayed for assenting to said proposed transfer of the property, rights and franchises of said Baker's River Company and approving said proposed issue of stock.

A hearing was begun on said petition at Concord on the twenty-fifth day of March, 1912, and was continued on March twenty-seventh, 1912, and concluded on March twenty-eighth.

The Baker's River Telephone Company is a so-called independent company operating in the towns of Ashland, Benton, Bridgewater, Campton, Center Harbor, Haverhill, Holderness, Lincoln, Meredith, New Hampton, Piermont, Plymouth, Rumney, Thornton, Warren and Wentworth. It has approximately seven hundred fifty subscribers.

The White Mountain Telephone & Telegraph Company is a subsidiary company of the New England Telephone & Telegraph Company, by which corporation it is controlled through ownership of the majority of its capital stock. It operates in all of the towns served by said Baker's River Company except Meredith.

Neither of the two corporations is now paying or earning dividends, and the president of the Baker's River Company testified that under present conditions and at present rates it is impossible even to keep the property of his corporation in a good state of repair, to say nothing of earning dividends.

The consolidation of the two corporations will eliminate much duplication. Both companies now maintain exchanges at Rumney, Campton, Woodstock, Ashland, Warren and Plymouth. A large proportion of the pole lines of the two companies run parallel with each other. Nearly all of this duplication is unnecessary. It was testified that the consolidation would effect a saving in the abolition of duplicate exchanges and duplicate service in management amounting to \$450 per month.

It also appeared in testimony that one hundred fifty-six subscribers of the Baker's River Company are also subscribers of the White Mountain Company. As to them a consolidation of the two companies will be a distinct gain, in that it will enable them to procure all of the service which they now have over one line.

At the hearing, opposition to the granting of the petition was made by dissenting stockholders of the selling corporation, by the Citizens Telephone Company of Laconia, by the Canterbury & Boscawen Telephone Company (both independent companies), and by two or three citizens who had no stock interest in any telephone company.

While a general opposition to the granting of the prayer of

the petition was made, the principal objection appeared to be that whereas now there is a physical connection between the lines of those companies and the Baker's River Company, under an agreement by which the subscribers of the three companies are granted free service over the lines of all three companies, the consolidation of the Baker's River Company with the White Mountain Company would render such intercommunication hereafter impossible on account of the understood established policy of the New England Company and its subsidiaries to refuse to make exchange contracts with independent lines. Practically all of the witnesses who appeared before the commission in opposition to the consolidation agreed that the consolidation would be unobjectionable if such intercommunication were not to be disturbed.

At the close of the hearing Mr. Jones, counsel for the White Mountain Company and for the New England Company, made the following statement:

"If the pending petition for the consolidation of the properties of the White Mountain Telephone and Telegraph Company and the Baker's River Telephone Company is granted, it is the intent of the New England Telephone and Telegraph Company and its subsidiary, the White Mountain Telephone and Telegraph Company, that the present facilities and connections enjoyed by the public in the territory in question shall not be impaired. The lines of the Citizens Telephone Company now connect with the lines of the Baker's River Telephone Company, and facilities for toll service are provided between the customers of the two companies. If the proposed consolidation is permitted, the Citizens Company, if it so desires, will be allowed to continue the connection between its lines and the consolidated exchanges of the White Mountain Company in the towns in which the Baker's River Company now operates, but this does not mean that connection will be extended to that portion of the territory of the White Mountain Company in which the Baker's River Company does not operate, or to other portions of the New England Company's system with which the Citizens Company has no present connection. In other words the existing connection will continue, and will be necessarily somewhat enlarged by reason of the consolidation of the exchanges of the White Mountain Company and the Baker's River Company. It is of course manifest that any existing agreement between the Baker's River Company and the Citizens Company for free interchange of communication cannot be continued, as this would result in a discrimination in favor of customers of the Citizens Company as against other telephone users in the territory. All customers of the Citizens Company who desire to make use of the lines of the White Mountain Company that are included within the connection, and all customers of the White Mountain Company who are within the territory referred to and who desire to make use of the Citizens Company lines, will of course

pay the same toll for these connections as are paid upon existing toll lines of the New England system for similar distances in the territory in question. A fair arrangement for the division of toll charges and for the proper protection of the White Mountain Company for the payment of any sums due to it thereunder, will of course have to be entered into. The New England Telephone and Telegraph Company and its subsidiaries believe that by adopting this policy they can bring home to the public more surely and more speedily the truth of their position that there is nothing to be gained by competition in the furnishing of telephone service to the public, that dual service offers nothing that a single service cannot furnish, and that eventually the telephone service of this state must be furnished by a single system, acting under the reasonable supervision of this Commission."

The commission has been advised since the close of the hearing by counsel for the Citizens Company that a satisfactory contract for interchange service has been agreed upon between that company and the White Mountain Company. The principal objection urged at the hearing to a consolidation of the two properties appears, therefore, to be eliminated.

It was, to be sure, also urged that consolidation would result in an increased cost of service. The existing base rate of the Baker's River Company is \$1.00 per month. The White Mountain and the Citizens companies charge a base rate of \$1.25 per month. If the proposed consolidation is allowed the present rate of the White Mountain Company will be extended to the subscribers upon the property now owned by the Baker's River Company, with a consequent increase in rates of at least twenty-five cents per month.

It was suggested at the hearing that bad management alone was responsible for the inability of the Baker's River Company to maintain its plant and pay dividends under its present rates, but it must be stated that there is no evidence before the commission upon which such a finding of fact could be made.

The question of what rates may hereafter be charged to the subscribers of the White Mountain Company is not now before the commission, and will not be concluded by any order which may be made in this proceeding.

Paragraph (c) of Section 11 of An Act to establish a Public Service Commission provides as follows:

"Whenever the commission shall be of the opinion after a hearing had on its own motion or upon complaint that any public utility is demanding or collecting, or proposes to demand or collect charges unjustly or unreasonably high, or upon petition that the charges are insufficient, the commission shall deter-

mine the just and reasonable charges and may by order fix the maximum price to be charged;"

If rates deemed unreasonably high are at any time sought to be charged by the White Mountain Company, complaint may be made to this commission and reasonable rates will be determined and prescribed. Less than reasonable rates no community can permanently enjoy. Good service requires a good plant, well maintained and well operated, and for this, in the long run, the public must pay and, generally speaking, is entirely willing to pay. Under the law it is specifically provided that "all charges made or demanded by any public utility for the transmission of telephone and telegraph messages \* \* shall be just and reasonable." The community served by the petitioning utilities is entitled to good service at reasonable rates, and in any case which shall hereafter arise we shall endeavor to see that nothing beyond such rates as the law prescribes shall be exacted.

Considering all the evidence offered at the hearing, including evidence as to present physical valuation of the properties proposed to be purchased, we are satisfied that the prayer of the petition may be granted consistently with the public good and an order will issue accordingly.

JOHN E. BENTON,

*For the Commission.*

Filed May 10, 1912.

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Order No. 62.

## STATE OF NEW HAMPSHIRE.

### PUBLIC SERVICE COMMISSION.

In the matter of the petition of White Mountain Telephone and Telegraph Company and Baker's River Telephone Company, filed September 27, 1911, praying for an order assenting to the transfer of the property, rights and franchises of said Baker's River Telephone Company to said White Mountain Telephone and Telegraph Company and for the approval of a contract of sale between said corporations, of which contract a copy is annexed to said petition, and for the approval of an issue of \$17,625 par value of five per cent cumulative preferred stock of said White Mountain Telephone and Telegraph Company to be issued under the terms of said contract in part payment for said property, rights and franchises, it appear-

ing that said contract may be approved consistently with the public good, and that said issue of stock may likewise be approved, it is

ORDERED, that said contract be and is approved and said proposed transfer assented to, and that said issue of \$17,625 of five per cent cumulative preferred stock be and is approved, the same to be issued only for use in part payment for the property, rights and franchises of said Baker's River Telephone Company.

By order of the Public Service Commission this tenth day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—62.

CHARLES A. RICHMOND *et als.*

*vs.*

BOSTON & MAINE RAILROAD.

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Filed March 15, 1912.

Order May 10, 1912.

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PETITION FOR ADDITIONAL TRAIN SERVICE ON THE PORTLAND DIVISION.

Appearances: for the petitioners; Walter W. Scott: for the Boston & Maine Railroad; Charles S. Pierce, Assistant General Solicitor, William F. Ray, Division Superintendent, and W. C. Kendall, Superintendent of Transportation.

#### REPORT.

The fundamental question involved is whether the early morning travel westerly on the Portland Division of the Boston & Maine Railroad from Dover to Atkinson, including all intermediate stations, can be reasonably accommodated by a single train.

For five years ending October 1, 1911, two trains were devoted to this service. For the last three months of that period the two trains were numbered 120 and 844 respectively and were scheduled to run fifty-one minutes apart.

On October 2, 1911, train No. 120, which had been scheduled to leave North Berwick at 5.25 o'clock A. M., and to arrive at Haverhill at 6.56 o'clock A. M., was discontinued for the purpose of reducing expenses.



On October 17, 1911, a petition, signed by two hundred and forty-two residents of Exeter, Newfields, Kingston and other towns, was filed with the commission praying for the operation of a train from Dover to Newton Junction on substantially the same schedule as train No. 120.

A conference was held at the office of the commission on November 14, 1911, at which the petitioners and the Boston & Maine Railroad were represented. The questions involved were discussed and the views of all parties presented. The petitioners and the Boston & Maine Railroad both requested the commission to make a recommendation as to whether the train asked for in the petition should be operated.

The commission complied with this request and recommended that the train asked for be operated, the reasons being: that this early train, No. 120, had been run on substantially the same schedule since the early history of the road and that laboring people and business men, resident along the line, had for years been dependent on this train for transportation to their work or places of business and that the later train, No. 844, did not enable them to reach their places of work or business at the time required, so that, unless such service be restored, some would be obliged to sell their homes and move to the more immediate vicinity of their work. It was also argued that the early train was necessary in order to reach the western part of the state without unreasonable delay.

The Boston & Maine Railroad declined to comply with this recommendation, giving the following reason: "The carrying out of this recommendation involves one of two alternatives. Either the train must be run at a loss of approximately ten thousand dollars a year, or we must cancel train #844, which train undoubtedly accommodates more people than train #120."

On December 21, 1911, the petitioners asked for a formal hearing which was held on January 3, 1912. At this hearing the case was considered more fully, and the need for the early train service appeared stronger than at the conference. On January 9, 1912, while the case was under consideration, the Boston & Maine Railroad requested that if an order was made granting the prayer of the petitioners it be provided therein that the order might be complied with by running train No. 844 on substantially the schedule of train No. 120, with some other specified adjustments in train service.

Further statement was made that if such provision was made in the order, all right to appeal from the order on the ground that the same required the operation of a train intended



for the transportation of interstate passengers would be waived.

On January 11, 1912, reply was made by the commission suggesting that this request be filed as a motion, giving details of the proposed schedule. On January 23, 1912, the Boston & Maine Railroad filed such a motion. This motion was included in the notice of the hearing fixed for February 3, 1912, which was printed in newspapers published in Dover and Exeter. No one appeared at the hearing, and only two letters were received, in opposition to the proposed schedule. The commission concluded that the arrangement was generally satisfactory, and an order fixing the present schedule was issued at once to become effective on February 12, 1912.

Soon after this order became effective, patrons of the later train moved to secure its restoration and it was reported to the commission that many had not attended the hearing at which the schedule was considered because they had been assured by an official of the railroad that train No. 844 would not be discontinued.

On March 15, 1912, this petition, signed by four hundred and forty-two residents of Dover, Exeter and other towns, was filed, stating that the morning train service from Somersworth to Atkinson is not sufficient to satisfy the public requirements, and asking that the commission make an order requiring the Boston & Maine Railroad to operate a train leaving Somersworth at or about 6.38 o'clock A. M., and reaching Atkinson at or about 7.54 o'clock A. M., and stopping at all intermediate stations, also requesting that a public hearing be held at Exeter.

The hearing was held March 26, 1912, at Exeter. Many of the petitioners were present in person and testified, and several letters were introduced tending to show the necessity of the train service prayed for. The evidence offered showed conclusively that the train asked for would be a great convenience, as it would allow its patrons about one additional hour at their homes in the early morning and would save the inconvenience attending their arrival at schools or places of business an hour earlier than was necessary. The Boston & Maine Railroad introduced evidence to show that the two early morning trains, No. 120 and No. 844, when both were operated, had not paid running expenses in New Hampshire, that the entire early morning travel would not pay for the running of one train, and that a second train would involve a loss to the railroad of approximately \$7,000 per year. Extracts from the financial report for the year ending June 30, 1911, were presented showing

that the net earnings available for dividends amounted to about three fourths of one per cent and it was stated that the reports for the first seven months of the present fiscal year show a net income less than that earned during the corresponding months of the last fiscal year.

On March 29, 1912, a letter was received from a leading petitioner questioning several statements made by the Boston & Maine Railroad officials and adding several statements for our consideration. This consideration involved an investigation of the changes which were made in re-adjusting the train and crew schedules so that a train crew was released by discontinuing train No. 120 from Dover to Haverhill and its return train. This investigation was completed in the office of the Superintendent of Transportation, Boston & Maine Railroad, on April 4, 1912. In considering the question further it was found to be necessary to know definitely what additional expense would actually be involved in operating the train asked for, and on April 6, 1912, the commission requested the Boston & Maine Railroad to have an expert determine the smallest possible additional outlay necessary in order to add such train to the present service.

On April 18th the commission received a reply containing the following figures furnished by the Superintendent of Transportation.

Train crew .....	\$3.64	per day
Engine crew .....	2.47	" "
Engine expense .....	17.60	" "
Car expense .....	2.72	" "
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Total .....	\$26.43	" "

Counting 313 week days in the year this gives a total cost of \$8,272.59 per year. The small expense for train and engine crew is due to the operation of the theatre train which now stops at Haverhill. Under such an arrangement the theatre train would proceed to Dover so that only a part of the time and distance would involve additional expense. The car expense is reckoned at two cents per mile, which is one half the price set by the American Railway Association, that being nearer actual cost. The engine expense is figured:

Repairs .....	\$.0682	per mile
Engine house expense.....	.0241	" "
Fuel .....	.1561	" "
Lubricants .....	.0018	" "

Water .....	\$ .0068	per mile
Other supplies .....	.0018	" "
Total .....	\$ .2588	" "

The engine expense is taken from a table of statistics for an average engine and an average train, so that these figures are somewhat in excess of the cost in this case, and in finding the actual out-of-pocket cost the engine house expense would not be reckoned. So that the engine expense, which is two thirds of the whole cost, would be considerably reduced on this basis. On the other hand, there would be a slight increase in cost of maintenance of way and possibly in some other charges. The train would leave Haverhill for Dover at 12.30 A. M., and would be used to some extent by theatre goers in Exeter and Newmarket, but the revenue would be small. Train No. 120 paid an average of twenty-five cents per mile from Dover to Haverhill when train No. 844 was also running, but both trains through to Boston were paying trains. The earlier train was operated at a loss east of Haverhill with the possible exception of the summer months.

For the purpose of securing a better understanding of the actual conditions along this line of the railroad I took the 5.48 o'clock A. M. train, April 22, 1912, at Dover and arrived at Powwow River at 6.35 A. M., and on the following day I took the 6.30 o'clock A. M. train at Dover and arrived at Durham at 6.40 o'clock A. M. I made investigations at Dover, Madbury, Durham, Newmarket, Rockingham, Newfields, Exeter and Powwow River, and I interviewed representative citizens along the line, including officials of the State College and Phillips-Exeter Academy.

This second hearing, which served as a continuation of the first hearing, and the additional investigation along the line of the railroad have brought out much more fully the importance of the later train, but we are still of the opinion that the earlier train renders a much more vital service than the later one.

The introduction of this later train set up a very satisfactory standard of service which has been maintained for five years and should not be abandoned if any other way can be found to avoid serious loss. We feel that there is a real hardship in the withdrawal of either of these trains, since the public has made adjustments to both trains during the five years that the two trains have been running. People have established homes and business along this line on account of the existence of each of these trains. The development of that part of the state

would be retarded if either of these trains should be permanently discontinued.

Our conclusion is that the early morning travel westerly between Dover and Atkinson and intermediate stations cannot be reasonably accommodated by a single train.

The Boston & Maine Railroad refused to comply with the request of two hundred and forty-two petitioners praying to have train No. 120 restored, and also to comply with our recommendation to the same effect, until allowed to substitute train No. 844 for it. The reason given was that it could be done only at great financial loss, which the railroad ought not to be asked to bear under present conditions. The commission feels very strongly the force of this plea, and have found this a very difficult case to decide. We have made a study of the problem of adequate train service in connection with light passenger traffic, and find that a number of railroads are now solving this problem satisfactorily by the use of the Motor Car which carries from sixty to one hundred passengers, with baggage, at comparatively small expense.

In the report of the St. Joseph and Grand Island Railway Company for the six months ending January 31, 1911, it appears that six gasoline Motor Cars were operated at an average expense of fourteen and thirteen one hundredths cents (\$.1413) per car mile. The expense included wages, fuel, running and shop repairs, etc. It appears to the commission that in many cases light passenger traffic may be handled by the use of these cars and reasonable service rendered without loss, and that this offers one of the most effective means of reducing operating expenses. We are glad to know that the Boston & Maine Railroad is considering the question of the introduction of Motor Cars. In the present case it seems to the commission that during the summer months two trains may be required, but that during the rest of the year a Motor Car may take the place of the lighter train, and that in this way the service prayed for in both petitions may be rendered without loss to the railroad. This, however, is a question which can only be determined by actual trial.

We feel very strongly that the Boston & Maine Railroad ought to furnish the transportation prayed for in the two petitions, provided it can be done without serious loss. It is, therefore, ordered that such service be provided experimentally for six months, and that a report be then made to the commission of the work of the two trains for a final adjustment of this case.

THOMAS W. D. WORTHEN,

*For the Commission.*

Chairman Niles concurs.

Commissioner Benton does not concur.

## Order No. 61.

## STATE OF NEW HAMPSHIRE.

## PUBLIC SERVICE COMMISSION.

In the matter of the petition of Charles A. Richmond et als. vs. Boston & Maine Railroad, filed March 15, 1912, praying for an order requiring said railroad corporation to operate a passenger train from Somersworth and Salmon Falls to Exeter and Atkinson, all in said State of New Hampshire, said train leaving said Somersworth at or about 6.38 o'clock in the forenoon and reaching said Atkinson at or about 7.54 o'clock in the forenoon, stopping at all intermediate stations, it appearing, after notice and hearing, that said Boston & Maine Railroad fails between the Foundry and Atkinson stations to furnish such service and facilities as are reasonably adequate and in all respects just and reasonable, it is

ORDERED, that said Boston & Maine Railroad shall on week days, on and after May 20, 1912, provide further passenger train service between said stations by operating a train leaving Foundry, in said State, at or about 6.40 o'clock in the forenoon and arriving at Atkinson, in said State, at or about 7.54 o'clock in the forenoon stopping at all intermediate stations, and it is

FURTHER ORDERED, that the operation of a passenger train on the time schedule of train No. 844, as operated immediately prior to February 5, 1912, shall be deemed a compliance with this order, and it is

FURTHER ORDERED, that the passenger train service required by this order shall continue to be supplied until this order shall be suspended, modified or set aside by this commission.

By order of the Public Service Commission this tenth day of May, 1912.

JOHN E. BENTON,

*Clerk.*

A motion for a re-hearing was filed by said railroad on May 14, 1912; and on July 8, 1912, was received from the Clerk of the Superior Court, Merrimack, SS., notice of an appeal from said Order No. 61, and the commission required to file its answer thereto with said Court within thirty days.

On August 3, 1912, the motion for a re-hearing was denied and the following opinion of the commission filed:

## OPINION

## ON

## MOTION FOR RE-HEARING.

In the matter of the Petition of Charles A. Richmond et als. vs. Boston & Maine Railroad.

A motion for a re-hearing on the above petition was filed by the Boston & Maine Railroad, May 14, 1912. Pending a decision on that motion, the respondent appealed from the order of the Commission to the Superior Court.

In spite of this appeal, it still seems proper that we express our opinion upon the question raised by the motion.

1. The first ground for the motion is that Order No. 61 is at variance and conflicts with Order No. 43, in which order the Commission approved an adjustment of the train scheduled by which train No. 844 should move substantially on the schedule formerly arranged for train No. 120. The basis for this claim is the allegation that the train provided for by Order No. 61 runs on practically the same schedule as the former train No. 844, the discontinuance of which was approved by the Commission is an order not yet suspended, modified or set aside.

A comparison of the schedules of train No. 844 and of the train provided for by Order No. 61 shows substantial differences in their running time, as also,—though this may not be material,—in their connections.

If, however, the restoration of No. 844 had been in express terms ordered, the objection that the previous order permitting its discontinuance had not been suspended, modified or set aside would seem to us to be frivolous and not worthy of serious consideration. If the later order has the effect of annulling the earlier, it is a most effective and sufficient suspension and setting aside of that earlier order. A specific reference to the first order cannot be necessary, if the second forbids what the first permitted.

2. Objection is made that the petition was decided “upon evidence not presented at a hearing, as required by the statutes.”

The statute (Laws of 1911, Ch. 164, S. 11, (b) ) provides that the Commission may act in matters concerning railroad service, “whenever the Commission shall be of the opinion, *after a hearing*” that the service is inadequate.

The position taken by the railroad’s counsel is that the Commission in such cases must confine itself strictly to the evidence introduced at the hearing, and cannot avail itself of information otherwise acquired.



To this position we cannot assent, and will not, unless and until we are instructed by some superior authority that such is our duty.

In cases of this kind the Commission is not sitting strictly as a court, to determine matters of litigated legal right as between opposing parties. Its functions are not in the main judicial, but rather of an administrative nature, its duty being, not to award to one party or another a judgment to which he is legally entitled, but rather to bring about such a state of affairs in railroad service as shall upon the whole be most promotive of the public good, without injustice to the railroad or arbitrary confiscation of its property.

The task is delicate and difficult, but experience has shown the need of some such restraining and regulative power. If to some extent it trenches on the field of railroad management, that is the fault of the law which imposes upon the Commission this duty. And the existence of such laws must be attributed to the fact that in the past it has been apparent that the public cannot implicitly rely upon an unregulated railroad management always to furnish that service to which it is reasonably entitled.

In the performance of this duty, the Commission must be free to inform itself fully, by every means available, as to the needs of the public and the railroad's facilities for supplying them.

It cannot be our duty to render a wrong decision, simply because the parties actually appearing at a formal hearing fail to present sufficient evidence, either in support of or in opposition to the petition. When a question of the adequacy of railroad service is presented to us, we deem ourselves under obligation to render a decision upon the merits of the question itself, rather than upon the merits of the manner of its presentation by opposing parties or their counsel.

In the present case, we were in doubt as to our duty after the formal hearing. And we could not resolve that doubt without further independent investigation. If we had rendered a decision against the petitioners at the close of the hearing, that decision must have been simply that they had failed to prove that the service was inadequate; but we could not have found that it was in fact adequate. And whether it was or was not in fact adequate, regardless of the skill or lack of skill with which the case was presented, was the precise question which we were charged with deciding.

Nothing in the statute restricts the Commission to evidence



presented at the hearing. It simply provides that our opinion shall be formed "after a hearing", thereby giving all interested parties the opportunity of presenting to the Commission whatever considerations they think should have weight with them in forming that opinion.

But the responsibility for forming a correct opinion rests with the Commission. And they cannot conscientiously transfer to the parties the duty of investigation and presentation of all the material facts and arguments. Their duty is that of deciding what the public good requires, not of acting as judges of a joint debate.

We are satisfied that in this particular there was no error in the course pursued by the Commission.

3. It is objected that the order of the Commission requires the operation of a train from a point east of Dover, whereas there was no evidence of need of additional train facilities east of that point, and that there was no evidence of any demand for a train west of Exeter except for interstate travel.

The first objection we understand to have been abandoned in a letter received June 26 from the railroad's counsel in which it is stated that if an additional train must be run, the railroad would undoubtedly prefer to start it from Somersworth. And observations made since the train was restored show that there is a very considerable use made of it from points east of Dover.

As to the second objection, we understand the evidence to show a demand for train facilities west of Exeter for intrastate travel. This showing was fortified by the investigation made on the spot by a member of the Commission. And we do not understand that we are without power to order additional facilities within the state, even though the direct and necessary result may be the facilitation of interstate travel.

Again, the objection is of no practical consequence. Precisely as the railroad prefers to run its train from Somersworth on the east, so it prefers to run it to Haverhill on the west,—its natural terminal and junction point,—if it is to be run at all.

The objections are purely technical, and we understand are not insisted upon.

4. It is objected that the order provides for a train originating at Foundry and terminating at Atkinson, neither of which is a terminal or junction point.

But the order contains no such requirement. The train must cover those two points. But it may start as much farther east, and terminate as much farther west, as the management of the

railroad pleases. If they think best to accommodate their patrons and increase the earnings of the train to the fullest possible extent by starting at Somersworth and making convenient connections at Haverhill, such a course is not objectionable to this Commission, but on the contrary has its full approval.

5. Another question seems to call for consideration by us, for the reason that it was never raised, even on the motion for re-hearing, and for that reason was never given serious attention, and because, having been suggested for the first time as a ground of appeal, no other opportunity remains to the Commission to express its views and explain the reasons for the course taken by it.

It is stated, as one of the grounds for appeal, "That it appears upon the face of said order and is the fact that said order does not relate to the safety of the public or the employees of the complainant and therefore exceeds the jurisdiction of the defendant and is unlawful and void".

Section 11 (b) of the Public Service Act is as follows:

"Whenever the commission shall be of the opinion, after a hearing, had upon its own motion or upon complaint, that any part of any railroad within the state, reasonably requires alteration or reconstruction, or that the regulations, practices, equipment, appliances, or service of any railroad corporation in respect to transportation of persons or property within the state, are unjust, unreasonable, unsafe, improper or inadequate the commission shall notify the railroad in writing of its opinion and recommendations in respect thereto and shall insert in their next report to the governor and council an account of their proceedings and recommendations. If the railroad shall unreasonably neglect or refuse to adopt the recommendations of said commission, the commission may make an order as hereinafter prescribed in cases affecting the public safety. In any case where the safety of the public or of the employees of such railroad is concerned, the commission may in the first instance determine the reconstruction or alteration reasonably required or the just, reasonable, safe, adequate and proper regulations, practices, equipment, appliances and service thereafter to be in force, or to be provided, and shall fix and prescribe the same by order to be served upon every railroad corporation to be bound thereby; and thereafter it shall be the duty of every such railroad corporation to observe and obey each and every requirement of every such order so served upon it, and to do everything necessary or proper in order to secure absolute compliance with, and observance of every such order by all of its officers, agents and employees."

The point apparently raised by the appeal is that as the petition did not relate to the safety of the public or of the employees of the respondent an order could not be issued in the first instance, after hearing, but there must first be a recommendation, followed by an unreasonable refusal to adopt it, as a prerequisite to a formal order.

On the petition of E. C. Richardson et als. for restoration of train No. 120, a formal recommendation was made that the Boston & Maine operate both trains,—No. 120 and No. 844,—and the Company in express terms refused to adopt this recommendation, upon the ground that the travel was insufficient to warrant the running of two trains in such close proximity. Upon the filing of a motion that if any order were made it be in such form as to allow the discontinuance of No. 844 while compelling the restoration of No. 120, a hearing was had, at which no one appeared in opposition to the discontinuance of No. 844,—this failure being due to the assurance furnished patrons of that train by the division superintendent that the Company was not contemplating its discontinuance. After this hearing, an order was issued that No. 120 be restored. This order was not preceded by a formal recommendation, after hearing, and was complied with without question as to illegality, or informality in the procedure.

To the Richmond petition precisely the same objection was made,—that two trains could not profitably be run in such close proximity. The railroad having once refused to adopt a recommendation that two trains should be run, it would have been futile and absurd to make a recommendation which would certainly be rejected, and, after waiting for an indefinite period, until that rejection should have become “unreasonable”, to follow it up with a formal order.

On the hearings and in the correspondence the question of a recommendation was never raised. The whole argument was that the Commission could not *order* a thing so unreasonable and unjust.

And when, after service of the order, the Company filed the motion for re-hearing now under consideration, in reviewing in detail all possible objections to the order, it did not occur to counsel for the respondent to suggest that the order was premature and should have been preceded by a recommendation.

Had that suggestion then been made, the Commission would have been able to study the question carefully, and, if it was found that the suggestion was well founded, to withdraw the order and substitute a recommendation.

The position of the Commission regarding the manner in which such questions of jurisdiction should be raised was stated at the end of the final hearing on the Richardson petition, as shown by the following excerpt from the record in that case:

"MR. FULLER: I am right in understanding that you submit to the Commission the question of whether the order ought to be made? Is that so?

MR. PIERCE: No,—I don't quite understand what you mean,—that I am going to leave the matter entirely with the Commission and accept its order as final?

MR. FULLER: That you will raise no question of jurisdiction.

MR. PIERCE: I reserve my right to argue it in case the Commission should make an adverse ruling.

MR. FULLER: Then there is no reason for me to answer the argument until it is made.

MR. BENTON: It seems to me that if you rely on that point, and I was uncertain whether you did or not, you ought to give the Commission the benefit of your views on that point. The Commission has no desire to make an illegal order, and if that point is raised and is important we would like the benefit of your views on the matter.

MR. PIERCE: I am not prepared to make an argument. I am not sure of my position at all on that subject. It was only yesterday noon that Mr. Rich asked me to come up here instead of him as he was called elsewhere, and it was only last evening that I read the statute, and my first impression was that the statute permitted the Commission to make a recommendation with reference to the subject. I merely don't want to waive the right to raise that point later if upon investigation I found it was worth pressing.

MR. FULLER: Until I know what points my brother raises I can't argue against him. I can't argue against points that are not yet in.

MR. PIERCE: I think I have made clear to the rest of the people my ground that, with the exception of a few people, we are giving all the facilities that are required, and in consideration of the nature of the travel and the small number of people affected, we are giving adequate facilities to the people between Dover and Newton Junction. The train runs only forty or forty-five minutes later, and when you suggest that we take off some other unprofitable train in some other section you want to bear in mind that they wouldn't have another train for half a day. You want your trains forty minutes apart, and you don't deserve it. On that broad ground I don't see how the Commission can—

MR. NILES: If it would stay on that broad ground. But that is not a satisfactory situation in which to leave the case, and we would suggest that any grounds that haven't been presented to us ought to be presented, and we will give you reasonable time to file a brief, and will give Mr. Fuller reasonable opportunity to reply on any points which you depend on. No other course would be fair to the Commission.

MR. PIERCE: I think that is fair. We want to be fair to the Commission and hope the Commission will be fair to us. This situation,—this is the first time this question has been involved. It is new, and we have all got to study it.

MR. NILES: We would rather have a fair show at it the first time, rather than have the courts over-rule our decision when we haven't studied the question."

The Commission proceeded to fix a time within which briefs should be filed on any questions of jurisdiction to be raised. And before the expiration of that time the railroad's counsel filed a formal waiver of all questions of jurisdiction.

It will be observed that the same counsel conducted the case for the railroad on the Richmond petition as on the Richardson petition. And the Commission felt secure in the assurance that no objection based on lack of jurisdiction or informality in procedure would be raised on appeal unless suggested on the hearing in the first instance in such wise that they would have a full opportunity to study the question and render a decision upon it, right or wrong, after mature and careful consideration.

The Commission has no sensitiveness about being overruled. In the natural course of events, charged with the decision of doubtful questions of fact and policy, and with the interpretation of ambiguous and possibly conflicting statutory provisions, it can only render decisions as, after careful study, it deems to be its duty, and trust to the Courts to set it right when it makes mistakes. Questions of procedure and jurisdiction, properly presented, will receive careful consideration. And the Commission has no disposition unduly to stretch its jurisdiction or to ignore the orderly procedure prescribed for it by the legislature.

But no one is advantaged, and the Commission is not accorded fair treatment, when appeals are taken on questions of procedure not raised before the Commission, and upon which it has rendered no decision. That the commission is not fairly treated is obvious, and needs no argument. That no one is advantaged is equally obvious; for the only result of an appeal upon such grounds, not going to the merits of the case, must be that the petition is remanded to the Commission for further proceedings conformable to law.

We take this, the only opportunity afforded us, to put formally on record the objections to such a course, which we stated at the hearing on the Richardson petition, and in which the railroad's counsel concurred.

The motion for a re-hearing is denied.

EDWARD C. NILES,

*For the Commission.*

Filed August 3, 1912.



On August 6, 1912, the following answer of the commission to the appeal taken by said railroad was filed with the Clerk of Superior Court, Merrimack, SS.

STATE OF NEW HAMPSHIRE.

IN THE SUPERIOR COURT.

MERRIMACK, SS.

October Term, 1912.

BOSTON & MAINE RAILROAD

*v.*

PUBLIC SERVICE COMMISSION OF NEW HAMPSHIRE.

The Answer of the Defendant.

1. The defendant, the Public Service Commission of New Hampshire, admits that on the tenth day of May, 1912, it made the order complained of in the plaintiff's bill.

2. It denies that said order exceeds the jurisdiction of the defendant and is unlawful and void. And it alleges that the Commission had jurisdiction to make said order, and that said order is lawful and valid, and enforceable against the plaintiff. And it further says that if there ever was any valid right of objection to the making of said order upon the ground of lack of jurisdiction, that right of objection was waived by the plaintiff.

It further says that if in any respect the procedure in making said order was irregular, the objection is purely technical and formal, and does not go to the merits of the subject-matter of said order, and is no ground for a reversal of said order.

3. The defendant denies that said order is in reality a regulation of interstate commerce, and that it therefore exceeds the jurisdiction of the defendant. And the defendant says that said order is purely and solely a regulation of commerce within the State of New Hampshire, and is within the jurisdiction of the defendant.

4. The defendant denies that the cost of the service ordered and the reasonable needs of the community to be served by it make said order unjust, unreasonable and confiscatory. And it says that the reasonable needs of the community to be served by the train described in said order demand the running of a train on substantially the time of the train therein described; that a train has for a number of years been run on substantially that time, and that a large number of persons have made arrangements for attending to business, and attending schools and colleges in various places, and have made their homes along

the line of plaintiff's railroad in reliance upon the service furnished by said train; that such a train can be operated without unreasonable expense to the plaintiff; and that without the operation of such a train the service of the plaintiff in respect to transportation of persons within the state is unjust, unreasonable and inadequate.

Whereupon the defendant prays that plaintiff's bill may be dismissed, and for such further relief as may be just.

Public Service Commission of New Hampshire,

By

EDWARD C. NILES,  
*Chairman.*

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No. D—34.

O. H. TOOTHAKER

*vs.*

BOSTON & MAINE RAILROAD.

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Entered October 25, 1911.

Final action June 25, 1912.

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CONCERNING LIFTING OF EXCESS MILEAGE BETWEEN WHITEFIELD  
AND WHITEFIELD JUNCTION.

Appearances: for the Boston & Maine Railroad; Edgar J. Rich,  
General Solicitor.

REPORT.

On July 15, 1911, O. H. Toothaker made complaint to the commission that the train operating on the Boston & Maine Railroad between Berlin and Lancaster via Whitefield Junction, after reaching Whitefield Junction, made a reverse movement to Whitefield, and then returned again to Whitefield Junction, whence it proceeded to Lancaster, and that for this reverse movement between Whitefield Junction and Whitefield mileage was lifted for each time the train passed over the distance between the two stations.

Details were asked for from Mr. Toothaker, and on July 27, 1911, the commission communicated the complaint to Mr. Frank Barr, Vice-President and General Manager of the Boston & Maine Railroad, asking to be informed whether the practice complained of existed, and, if so, upon what theory it was based.

Communications were received from Mr. Barr on July 28th and on August 3d, the latter enclosing letters from General Passen-



ger Agent C. M. Burt and District General Passenger Agent F. D. Gourley.

Mr. Burt's letter stated in part:

"We have undertaken a careful investigation of the condition outlined in the attached complaint, but you will note without satisfactory result. The double train movement between Whitefield and Whitefield Jet. is an operating matter not covered by time table instructions and this Department had no previous knowledge of it. It would seem to be clearly a movement for our own economical accommodation, and if any duplicate collections have been made by conductors they were in error. Our existing instructions provide that actual mileage as shown in published, posted and filed distance tables should be exacted in mileage ticket detachments. They further provide that the detachment should be made through to destination and a train check issued the passenger, but the report of District Passenger Agent Gourley indicates that these rules are observed rather indifferently in the territory under review, and we are today taking subject up with Supt. Cummings with a view to his instructing conductors to more rigidly observing these rules in the future."

On August 5th the commission asked Mr. Barr to advise that instructions had been given as suggested in Mr. Burt's letter, and on August 12th a letter was received, enclosing copy of a letter of instruction issued August 9th by Asst. Supt. Rinehart of the White Mountain Division, as follows:

"Some complaints having been received to the effect that excess mileage has been collected of passengers in route Whitefield to Lancaster on trains No. 302 and 119, you will please hereafter carefully check all such passengers upon leaving Whitefield, allow them to remain in the car if they so desire when you return on No. 303 and collect only the actual mileage over the territory which the passengers desire to travel."

On October 19th Mr. Toothaker filed complaint with the commission, specifically complaining that on September 14th attempt was made to collect extra mileage from him for the reverse movement between Whitefield Junction and Whitefield, and also complained that he had been creditably informed that the practice had been continued throughout the summer.

Upon this complaint a hearing was ordered and held at Concord, November 27, 1911. Upon the hearing it appeared that prior to the order issued on August 9th, it was the custom of at least one conductor to lift extra mileage for the reverse movement between Whitefield Junction and Whitefield, the alternative to the payment of such mileage being for passengers to get out the train at Whitefield Junction and remain for the train to make the reverse movement to Whitefield and return again to Whitefield Junction.

There was no testimony before the commission showing that such practice continued after the issuance of the above order by Mr. Rinehart, except from Mr. Toothaker with regard to his own experience on September 14th.

On that date Mr. Toothaker was a passenger from Berlin to Lancaster, and on the reverse movement from Whitefield Junction to Whitefield demand was made upon him for mileage between those two stations. This was admitted by the conductor, but he claimed that it was the result of an error on his part, as he did not know at the time he made such demand that Mr. Toothaker came on the train from Berlin, but thought he had boarded the train at Whitefield Junction.

Mr. Toothaker claimed that demand was first made while the train was making its reverse movement from Whitefield Junction to Whitefield, and that it was renewed after the train started for Lancaster. From the evidence we are satisfied this is the fact.

We are not, however, of the opinion that such demand was made with the knowledge of the Boston & Maine Railroad officials. We find as a fact that the order dated May 9th, set forth above, was actually given to the conductors operating trains from Whitefield Branch to Lancaster, and that it was intended that it should be obeyed, and that the officials of the road had no knowledge of any infraction of it. Still a railroad corporation cannot avoid the responsibility for the acts of its agents merely because such acts are not directed by or known to its higher officials. In the work which they are put to do conductors represent the railroad in the same way that the President does as to the more important work with which he is entrusted.

It was frankly recognized by Mr. Barr in his letter of August 3d that the reverse movement in question was simply for the convenience of the railroad and should not be allowed to inconvenience passengers or to increase their rate of fare. A competent conductor on a branch line where the traffic is as light as it is upon the Whitefield Branch will not make mistakes of the sort here claimed. It is the duty of the railroad to have such a conductor and if it fails to do so then it must be held responsible.

It also appeared at the hearing that under the summer schedule for 1911 the afternoon train having come from Berlin to Whitefield Junction returned to Whitefield and stood before the station there headed towards Berlin until a few moments before the schedule time to leave for Berlin when it backed over to Whitefield Junction and then returned and started for Berlin.

Passengers for Berlin not familiar with the reverse move-

ment, seeing the train at the station headed towards Berlin, sometimes and perhaps frequently took the train expecting that it was to proceed when it started directly to Berlin. From such persons it was the practice to collect fare for the reverse movement to Whitefield Junction. The conductor in charge of the train stated that his orders required him to make such collection, and counsel for the railroad maintained with considerable insistence that such collection was not only right, but that under the provisions of "an act to prohibit free transportation of passengers by carriers", chapter 126 of the laws of 1909, the railroad might not lawfully carry any person from one station to another station between which there is an established fare, without collecting such fare, regardless of whether such person entered the train by accident or by design.

Section 2 of said act provides that "no carrier shall, directly or indirectly, issue or give any free ticket, free pass or free transportation for passengers between points within this state (with certain stated exceptions)". The idea suggested by counsel for the railroad is ingenious, and upon a strained construction the statute in question might pass muster as legislative authority for a practice otherwise not defensible.

But this statute like any other ought to be construed with a view to effecting the purpose the legislature had in mind at the time it was enacted so far as that purpose can be discovered from the language of the statute interpreted in the light of the historical facts surrounding its enactment.

If the statute had not received judicial construction, we should still hesitate to hold that the object the legislature had in view in its passage was to prevent carriers from returning to the station from which he started a passenger who inadvertently and innocently had taken a train he did not intend to take. We should have inclined to the belief in view of what knowledge we have of the historical facts surrounding the enactment of that statute that the legislature had a more serious and important purpose, but we are not left to determine that purpose because the Supreme Court of the state has already done that.

"The controlling purpose of the legislature in the passage of this act was to prevent the continuance of what was deemed to be the pernicious practice of railroad corporations in gratuitously issuing passes to passengers over their lines, whose friendly influence for political or other purposes might thus be secured to the detriment of the public good. This was the principal mischief which it was sought to correct, and which must be borne in mind in any attempt to judicially construe the statute. Legislative language is not given a strict or literal

meaning when it is apparent from competent evidence that such meaning was not intended by the lawmakers. 'The evil at which the statute was aimed is evidence of its meaning, and may be looked for in the public history of the time.'—*Emerson v. Railroad*, 75 N. H. 427.

We cannot, therefore, hold that this statute makes it unlawful to return to his starting point a passenger who has inadvertently taken a wrong train. He may be so returned either from the next station or as is frequently done when the mistake is immediately discovered, by backing the train to the station. In either case the passenger is transported without charge "between points within this state," but such transportation does not constitute a violation of the statute. The free transportation which may not be lawfully given is "free transportation \* \* between points within this state" constituting any portion of the journey for which the passenger desires transportation.

The Boston & Maine Railroad operating officials have interpreted this act with less difficulty than counsel for the railroad. On this same Whitefield Branch during the summer season of 1911, it was the practice to run a car destined for Berlin from Cherry Mountain to the Waumbek from which point it returned to Cherry Mountain and proceeded to Berlin. No attempt was made to collect fare from passengers destined to Berlin for the distance they were carried out of their way from Cherry Mountain to the Waumbek. Under the technical interpretation now contended for by counsel for the railroad, the railroad would have been guilty of a violation of the law in question because it transported persons between points within this state without collecting fare. We cannot, however, accept that interpretation.

We do not hold that the railroad is obliged to transport passengers desiring to go to Berlin and way stations from Whitefield to Whitefield Junction and return without charge merely because passengers may desire to take seats in the train earlier than the time when it is scheduled to leave Whitefield to proceed to Berlin. But it may not be permitted by placing at its station in Whitefield a train headed towards Berlin and apparently about to proceed in that direction to in effect invite people into its train who desire to travel to Berlin, and then to require them to pay for travelling to Whitefield Junction where they do not desire to go.

If the train movement last described is continued hereafter, the railroad must see to it not only that the fact that the train

goes to Whitefield Junction is announced on the platform of the station as the train starts, as it is claimed the custom heretofore has been, but that the same fact is announced to passengers who have entered the car while it has been allowed to stand at the station. It must also be announced that passengers for Berlin and way stations should wait at Whitefield until the train returns and opportunity should be afforded for passengers desiring to do so to withdraw from the train after such announcement before the train starts for Whitefield Junction.

If such announcement is not made and such opportunity for withdrawing from the train afforded, then fares must not be collected for the movement to Whitefield Junction and return to Whitefield from passengers to Berlin and way stations.

Counsel for the railroad urged that no formal order be entered in this case, saying that the intent of the railroad officials had been to comply with the original suggestion of the commission that no mileage be lifted for the reverse movement between Whitefield Junction and Whitefield.

We are satisfied that this is true, and we believe also that the officials of the road will desire to conform to the views of the commission with regard to attempts to collect fare between Whitefield and Whitefield Junction from passengers taking the train at Whitefield by mistake at such time as to be carried back to Whitefield Junction instead of forward to Berlin or way stations, to which points they desire to go.

The amount involved is trifling and we do not for a moment believe that anybody of any considerable authority on the part of the Boston & Maine Railroad ever planned such a petty and palpable extortion from the public. It is, however, the duty of the responsible officials of the railroad effectually to prevent any continuance of the practice.

This matter has rested since the hearing without decision because it appeared that the train movements described, out of which the complaints arose, were made only when the summer time schedule was in effect and because the pressure of other matters requiring immediate decision has taken the full attention of the commission. As the time for re-establishing the summer schedule approaches, however, we have now given careful consideration to this case and have come to the conclusions herein announced.

If the Boston & Maine Railroad shall shortly assure us that conformance will voluntarily be made to the views of the commission herein expressed, no formal order will be made unless



it shall later appear that the practices complained of are being continued. In that event such order as may be required to meet the situation will be made in this case without further hearing. In the absence of such assurance an order in accordance with the views herein expressed will be made in the usual course.

JOHN E. BENTON,  
*For the Commission.*

Filed May 10, 1912.

On June 25, 1912, the complaint was placed on file to be brought forward at any time without notice.

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No. D—69.

W. H. McELWAIN COMPANY

Filed April 19, 1912.

Order May 16, 1912.

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PETITION FOR CONSENT TO CONSTRUCTION OF FOUR SIDE TRACKS AT  
GRADE OVER BYRON STREET, MANCHESTER.

Appearances: for the petitioner; Robert L. Manning.

REPORT.

This is a petition by the W. H. McElwain Company praying for the consent in writing of this commission to the construction at grade of four side tracks across Byron Street in Manchester. A hearing was held at the City Hall in Manchester on May 4, 1912, and a view was taken of said proposed crossings.

Byron Street is located some distance from the settled part of Manchester and runs from Brown Avenue westerly to the factory buildings of the petitioner situated on the east bank of the Merrimack River.

The petitioner owns a large tract of land at the westerly end of said street and on both sides of same, being the only owner of land abutting on said westerly end of said street except the Manchester Rendering Company, which owns an undeveloped tract of land on the north side of the same, immediately westerly of the Boston & Maine Railroad.

Said Boston & Maine Railroad now intersects said Byron Street at grade at a point just easterly of the buildings of the petitioner. The petitioner has also in course of construction on



the east side of said railroad a large factory building, and it desires to build two side tracks across said Byron Street at grade—two immediately east of the main track of the Boston & Maine Railroad, and two immediately west of said track. These side tracks are designed to run to the buildings of the petitioner now existing, or in course of erection, all of which are to be used for factory purposes, said side tracks being required to make possible the transportation of freight to and from said factory buildings.

The only present or prospective travel over that portion of Byron Street now crossed by the Boston & Maine Railroad and proposed to be crossed by said side tracks consists of travel to and from the petitioner's said factory buildings.

When the petitioner's plant is completed the main entrance to the buildings situated on the west side of said railroad will be on the easterly side of the railroad track, and persons going to the buildings on the west side of the track will pass under the railroad through a tunnel now being cut through a ledge of solid rock. The travel over this crossing will then be reduced to a minimum.

The petitioner has made application to the Board of Mayor and Aldermen of the City of Manchester for permission to construct said side tracks across said Byron Street at grade, and after due notice and hearing an order of said Board of Mayor and Aldermen granting the prayer of said petition was made on May 3rd, 1912.

The commission is of the opinion that the prayer of the petitioner may be granted consistently with the public good, and an order will issue accordingly.

JOHN E. BENTON,  
*For the Commission.*

Filed May 16, 1912.

Order No. 63.

#### STATE OF NEW HAMPSHIRE.

##### PUBLIC SERVICE COMMISSION.

In the matter of the petition of W. H. McElwain Company, filed April 19, 1912, praying for the written consent of this Commission to the laying out and maintenance of four side tracks across Byron Street at grade in the City of Manchester, it appearing that the prayer of said petition can be granted consistently with the public good, it is

ORDERED, that permission be and is granted to the construction of said side tracks across said Byron Street at grade in the locations granted by the order of the Board of Mayor and Aldermen of said City of Manchester, dated May 3, 1912.

By order of the Public Service Commission this sixteenth day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—74.

STODDARD TELEPHONE COMPANY.

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Filed April 30, 1912.

Order May 18, 1912.

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PETITION FOR PERMISSION TO CONSTRUCT TELEPHONE LINE.

Appearances: for the petitioner: John T. McCoy.

REPORT.

This is a petition by the Stoddard Telephone Company praying for authority to construct a telephone line in the town of Stoddard and to extend the same through the towns of Nelson, Antrim and Hancock to connect with the line of the New England Telephone and Telegraph Company in said Hancock.

A hearing was held at Concord on May 18, 1912.

The petitioning corporation has been formed by residents of Stoddard desiring telephone service, and it proposes to construct a line in Stoddard to supply such service, the same to be connected with the Hancock exchange of the New England Telephone and Telegraph Company from which it is to be operated under a contract with the latter corporation.

The construction and operation of the proposed line will supply telephone service in a community now without the same, and will be clearly for the public good.

An order will issue as prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed May 18, 1912.

Order No. 65.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Stoddard Telephone Company, filed April 30, 1912, praying for permission to construct a telephone line in the town of Stoddard and to extend the same through the towns of Nelson, Antrim and Hancock to connect with the exchange of the New England Telephone and Telegraph Company in said Hancock and for permission to engage in business in said town of Stoddard, and for the approval by the Commission of such construction and such engaging in business, it appearing after due notice and hearing that such construction and such engaging in business will be for the public good, it is

ORDERED, that the permission and approval of the Commission be and is granted to said Stoddard Telephone Company to construct said telephone line in said town of Stoddard and to extend the same through said towns of Nelson, Antrim and Hancock, and to engage in the business of transmitting telephone messages in said town of Stoddard.

PROVIDED, HOWEVER, that said construction authorized in said towns of Nelson, Antrim and Hancock shall not entitle said Stoddard Telephone Company to receive subscribers in any of said towns without hereafter procuring the approval and consent of this Commission.

By order of the Public Service Commission this eighteenth day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—71.

BOSTON & MAINE RAILROAD.

Filed April 19, 1912.

Orders May 3 and 25, 1912.

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PETITION FOR APPROVAL OF CONSTRUCTION OF WARNING SIGNS AT  
GRADE CROSSINGS.

Appearances: for the petitioner; Charles S. Pierce, Assistant  
General Solicitor.

## REPORT.

This is an application by the Boston & Maine Railroad praying for the approval of a proposed design for warning signs to be erected at highway grade crossings.

Sections 4 and 5 of Chapter 159 of the Public Statutes provide as follows:

"SECT. 4. The proprietors of every railroad shall maintain warning signs at every grade crossing over a highway except those at which gates are maintained, or a flagman is employed.

SECT. 5. Such signs shall be constructed upon patterns to be determined by the board of railroad commissioners; but signs already in use that are legible may be continued in use until there is occasion for their renewal."

The Board of Railroad Commissioners in their report of May 31, 1885, reported that they had established a pattern for warning signs to be thereafter maintained at highway grade crossings. The pattern then established has been since followed by the Boston & Maine Railroad, but experience has proved the same to be top-heavy and ill balanced, consequently the post is liable to become loosened by the wind and to fall down.

It is also proposed for the words "Look out for the engine", which upon the established warning signs are placed upon the lower portion of the sign in letters  $1\frac{1}{4}$  inches wide and 6 inches high, to substitute the words "Stop, look and listen" in letters  $1\frac{1}{2}$  inches wide and 9 inches high.

The superior suggestive value of the proposed words over those used in the established warning signs is immediately apparent.

We believe the proposed change to be in the public interest, and an order will issue establishing the proposed pattern for crossing signs as the pattern to be hereafter constructed by the Boston & Maine Railroad at the highway grade crossings upon its lines in New Hampshire.

JOHN E. BENTON,  
*For the Commission.*

Filed May 3, 1912.

## Order No. 59.

## STATE OF NEW HAMPSHIRE.

## PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Boston & Maine Railroad for the approval of a proposed design for warning signs to be erected at highway grade crossings in the State of New Hampshire, it appearing that the proposed design, shown on plan attached to the petition and marked "Boston and Maine Railroad STANDARD CROSSING SIGN Scale  $\frac{1}{2}$ "=1'. Feb. 1912", is an improvement over the design heretofore established by the Board of Railroad Commissioners, and that the same will be more effective as a protection to the public, it is

ORDERED, that said design for warning signs, consisting of a post, sign and lettering and shown on said plan, be and is determined, approved and established as the pattern upon which warning signs hereafter erected at highway grade crossings upon the Boston & Maine Railroad shall be constructed; the upright post to which the sign is attached shall be twenty feet in length, five feet in the ground, 10 x 10 inches at the base and tapering to 8 x 8 inches, with apex as shown in said plan; the sign shall consist of two boards ten feet long, one foot wide and one and one-half inches thick, crossing each other centrally and bolted together and to said post thirteen feet from the ground, making angles of sixty degrees with each other and with the posts; the stock of said boards and posts shall be painted white, and the letters upon the same shall be one and one-half inches wide and nine inches high and all of said letters shall be painted black.

By order of the Public Service Commission this third day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

On May 25, 1912, the petition was brought forward and amended to include the Sullivan County Railroad, and Order No. 59, dated May 3, 1912, modified and amended to include Sullivan County Railroad and all lines in New Hampshire operated by the Boston & Maine Railroad.

(See Order No. 68, next page.)

ORDER No. 68.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Boston & Maine Railroad for the approval of a proposed design for warning signs to be erected at highway grade crossings in the State of New Hampshire, it is

ORDERED, that the order made May 3, 1912, in said matter be modified and amended by inserting in the same after the words "ORDERED, that said design for warning signs, consisting of a post, sign and lettering and shown on said plan, be and is determined, approved and established as the pattern upon which warning signs hereafter erected at highway grade crossings upon the Boston & Maine Railroad" and before the words "shall be constructed" the words "the Sullivan County Railroad and all other railroads operated by said Boston & Maine Railroad in said State".

By order of the Public Service Commission this twenty-fifth day of May, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—73.

KEENE GAS & ELECTRIC COMPANY AND ASHUELOT GAS &  
ELECTRIC COMPANY.

*vs.*

JOHN C. TIERNEY *et als.*

Filed April 22, 1912.

Order May 31, 1912.

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PETITION FOR RIGHT OF WAY FOR THE BUILDING OF A HIGH POWER  
TRANSMISSION LINE FROM KEENE TO CHESTERFIELD ACROSS  
LANDS OF THE RESPONDENTS.

Appearances: for the petitioners; Philip H. Faulkner: for  
John C. Tierney, John J. Donovan, Cornelius Donovan and  
John Cullinane; John J. Donovan.

REPORT.

This is a petition by the Keene Gas and Electric Company and  
the Ashuelot Gas and Electric Company representing that in order  
to build a transmission line from Keene to Chesterfield and



to engage in the business of furnishing electricity to the public in said Chesterfield as authorized to do by an order of this commission made March 5, 1912, it is necessary that said Ashuelot company, acting through said Keene company, its lessee, shall construct a line of poles and wires (1) across a tract of land of John C. Tierney, John J. Donovan, Cornelius Donovan and John Cullinane, situate in said Keene and (2) across a tract of land of George A. Kempton, situate in said Chesterfield; that said construction is necessary to meet the reasonable requirements of service to the public; and that the petitioners are unable to agree with said land owners as to said necessity or as to the price to be paid for the rights required.

An order of this commission determining the necessity for said rights, granting the same to the petitioners, and fixing the compensation to be paid therefor is prayed for.

A hearing was held at Concord on May 15, 1912, and a view of the lands in question was taken on May 21, 1912.

The right is asked to set three poles upon the land affected in Keene. The owners oppose the granting of the petition so far as their land is concerned because the line of the petitioners as it has been surveyed and is proposed to be built, instead of taking a direct course westerly from the power station of the petitioners in Keene to said Chesterfield runs southerly from said power station to the line of a proposed extension of Emerald Street; thence follows said proposed extension to the west bank of the Ashuelot River; and thence runs northerly to a point almost due west of said power station. If said line ran from said power station in a direct westerly route it would not cross the land in question but would cross instead land of the Boston & Maine Railroad now used for storage tracks.

The petitioners admit that the detour to the south was made for the express purpose of avoiding passing over said storage tracks, because the damage caused by construction and the cost of construction is less by the proposed route than would be the case if the line were constructed directly westerly from their power station. Evidence was offered and is not disputed that if the line were to be carried across the railroad yard steel towers would have to be substituted for the wooden poles which are intended to be used upon the proposed route across land of the respondents and upon the remainder of the line.

The resulting expense of building across land now devoted to railroad purposes would be so largely in excess of the cost of building by the proposed route that we do not feel that the petitioners should be compelled to adopt that course. Any ex-

pense incurred must be capitalized and rates must be hereafter allowed to permit a fair return upon the property devoted to the public service. The public, therefore, has a direct interest in the construction of the line as reasonably as may be.

Said tract of land in question is an unoccupied field now used purely for agricultural purposes. It is, however, adjacent to Island Street and may not improbably be some time used for building purposes. In such an event, however, the proposed line will fall within the street limits of the proposed extension of Emerald Street as laid out, and if the land is developed as suggested, by a court running from Island Street to the Ashuelot River across the south side of said tract, said line will fall in the rear of any houses erected. While used for agricultural purposes the damages caused by the proposed line will be inconsiderable.

The land affected in Chesterfield is a building lot on the edge of the village of Spofford. There is a house now upon the same, but it has long been untenanted and has fallen into decay. The right is sought to set one pole in the rear of this house. The portion of the lot not occupied by said building is covered with a wild growth of young trees, and upon the west side of said lot is a deep well-wooded canyon through which tumbles a mountain brook.

It is difficult to fix the damages here. If the lot were ever to be used for a summer cottage by one who appreciated wild natural scenery the value would be decreased considerably by the proposed line. In the absence of such possible use the damage will be little more than nominal. That the likelihood of such use seems small we must recognize, but such likelihood as there is has some potential value which we have attempted to give due weight.

Upon consideration of all the evidence disclosed upon a view and produced by the testimony of witnesses before the commission we find that the reasonable requirements of service to the public demand that the petitioners be granted the rights prayed for; and we further find that the damages caused thereby to said Tierney, Donovan, Donovan and Cullinane amount to fifty-five dollars, and the damages caused thereby to said Kempton amount to twenty dollars.

An order will issue accordingly.

JOHN E. BENTON,  
*For the Commission.*

Filed May 31, 1912.

## Order No. 70.

## STATE OF NEW HAMPSHIRE.

## PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Keene Gas and Electric Company and the Ashuelot Gas and Electric Company vs. John C. Tierney, John J. Donovan, Cornelius Donovan and John Cullinane, and George H. Kempton, filed April 22, 1912, praying for rights of way for its transmission line over land of said respondents situated in Keene and Chesterfield, in the County of Cheshire, in said State.

Said Public Service Commission having upon due notice to all parties in interest heard and determined the necessity of the rights prayed for and the compensation to be paid therefor, now this thirty-first day of May, 1912, orders, adjudges and decrees as follows:

1. That it is necessary in order to meet the reasonable requirements of service to the public that the Ashuelot Gas and Electric Company, being a public utility subject to supervision under an act of the New Hampshire Legislature passed at its session of 1911, entitled "An Act to Establish a Public Service Commission", should construct a transmission line of poles and wires across the land of certain persons named in said petition as hereinafter more specifically set forth, and that said Ashuelot Gas and Electric Company and its successors and assigns, by virtue of its said petition and this decree are and shall be entitled to construct a transmission line of poles in the locations hereinafter specifically set forth, and to string its wires upon said poles, namely, electric transmission wires carrying a voltage of approximately 6600 volts, one or more ground wires located on the top of said poles and designed as protection against lightning, and telephone wires used in said company's own business and to place upon said poles the necessary and suitable cross-arms, brackets, insulators and other fixtures for supporting said wires; and also in maintaining and operating said transmission line to cut down or trim any trees or other growth on land adjoining the middle line thereof within a distance of twenty-five feet, so far as necessary in order to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; and also in patrolling and maintaining said line to have the perpetual right by its agents and servants, to pass and repass along and under its lines of wires in the route hereinafter described; and also to have the temporary right, for construction

purposes only to pass and repass with men and teams from the highway across land of certain of the owners named in said petition to said line and along the same, as hereinafter specifically provided:

The rights aforesaid are more specifically described as follows:

2. Said transmission line shall cross land of John C. Tierney, John J. Donovan, Cornelius Donovan and John Cullinane situated in said Keene in the following location:

Beginning at a point in the westerly line of the land of Fowler-Norwood-Greene Company and in the easterly line of the land of said Tierney, Donovans and Cullinane, said point being 19 feet southerly of the centre line of the "Contemplated Extension of Emerald Street", so called, and said centre line being indicated by a stone bound set in the westerly side of Island Street and a stone bound set on the easterly bank of the Ashuelot River; thence westerly parallel with the centre line of said contemplated street and 19 feet southerly therefrom 118 feet to a point "A" a location for a wooden pole; thence westerly in the same direction and parallel with said centre line 125 feet to a point "B" a location for a wooden pole; thence westerly in the same direction and parallel with said centre line 125 feet to a point "C" a location for a wooden pole; thence westerly in the same direction and parallel with said centre line, or said line produced, to the centre of said Ashuelot River.

Said Company shall have the right to erect and perpetually maintain at the points "A", "B" and "C" above specified wooden poles twenty inches in diameter and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross-arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree.

Said Company shall also have the perpetual right by its agents and servants, for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid, and also the temporary right for construction purposes only, to pass along said line with men and teams.

Provided, however, that said temporary right of way shall terminate on October 1, 1912.

Said Company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of twenty-five feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said Company shall

not thereby acquire any title to or ownership in said trees or other growth, and that the same shall remain the property of the land owner, and provided further that this right to cut and remove trees and other growth within a distance of twenty-five feet on each side of the centre line of said line shall not prevent said land owners from using said premises for building purposes but no building shall be erected on said premises within a distance of six feet of the centre line of said line.

This Commission determines the compensation to be paid for the rights above specified to be fifty-five dollars, and renders judgment against said Ashuelot Gas and Electric Company in favor of John C. Tierney, John J. Donovan, Cornelius Donovan and John Cullinane for said sum.

3. Said transmission line shall cross land of George H. Kempton situated in said Chesterfield in the following location:

Beginning at a point in the easterly line of said premises and in the westerly line of the premises of May York, said point being 105.5 feet southerly from an iron pin in the northeast corner of said premises and 76 feet northerly from a maple stump near the southeast corner of said premises; thence S. 61° 40' W. 60 feet to a point "A" a location for a wooden pole; thence in the same direction 80 feet to the centre of the brook running northerly from Spofford Village to Westmoreland, New Hampshire.

Said Company shall have the right to erect and perpetually maintain at the point "A" above specified a wooden pole twenty inches in diameter at the base and tapering to a point at the top, and to string its wires upon the same and place thereon the necessary and suitable cross-arms, brackets, insulators and other fixtures as described in paragraph numbered 1 of this decree. Said Company shall also have the perpetual right by its agents and servants for the purpose of patrolling and maintaining said line to pass and repass along and under the same in the route aforesaid.

Said Company shall also have the right in maintaining and operating said line to cut down or trim any trees and other growth on land adjoining said line within a distance of twenty-five feet on each side of the middle line thereof wherever necessary to prevent the branches of such trees and other growth from coming in contact with said line and thus creating a circuit to the ground; provided, however, that said Company shall not thereby acquire any title to or ownership in said trees and other growth, and that the same shall remain the property of the land owner.



This Commission determines the compensation to be paid for the rights above mentioned to be twenty dollars and renders judgment against said Ashuelot Gas and Electric Company in favor of said George H. Kempton for said sum.

4. The location of the above described transmission line across the property of the several owners is shown on four duplicate blue print plans in detail accompanying this decree, each marked D. 73 and authenticated by the attestation of the clerk of this Commission: two of said blue prints to remain annexed to this decree and the other two to be filed for record in the Registry of Deeds for Cheshire County.

5. All the rights herein described shall be exercised in a reasonably careful and prudent manner so that no injury which can be avoided or prevented by the exercise of reasonable care shall result to the lands in respect to which the same are granted, by reason of the construction, maintenance and operation of said lines.

6. The petition aforesaid, and this final decree shall be recorded in the Registry of Deeds of Cheshire County.

Dated this thirty-first day of May, 1912.

EDWARD C. NILES,  
JOHN E. BENTON,  
THOMAS W. D. WORTHEN,  
*Public Service Commission  
of New Hampshire.*

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No. D—70.

COOS TELEPHONE COMPANY AND J. H. DUDLEY.

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Filed April 19, 1912.

Order June 3, 1912.

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PETITION FOR APPROVAL OF CONTRACT OF PURCHASE AND SALE OF  
PLANT, PROPERTY AND FRANCHISES OF COLEBROOK, COLUMBIA &  
ERROL TELEPHONE COMPANY.

Appearances: for the petitioners; Matt B. Jones.

REPORT.

This is a petition by the Coös Telephone Company and J. H. Dudley praying for the approval of a contract for the sale and transfer of the property, rights and franchises of said Dudley connected with his telephone business, operated in the north-



erly part of the county of Coös under the name of Colebrook, Columbia & Errol Telephone Company, for the sum of three thousand dollars, according to the terms of a contract made between said Coös company and said Dudley April 15, 1912, filed with the petition.

A hearing was held at Concord, May 27, 1912.

Mr. Dudley's plant is now operated as a sub-licensee of the New England Telephone & Telegraph Company system. It requires an immediate expenditure of a considerable amount to put the same in condition for efficient service to the public. The proposed sale to the Coös company is opposed by no one and appears to be in the public interest.

Upon consideration of all the evidence, including evidence as to the present physical valuation of the property proposed to be sold, we find that the prayer of the petition may be granted consistently with the public good, and an order will issue accordingly.

JOHN E. BENTON,

*For the Commission.*

Filed June 3, 1912.

Order No. 71.

#### STATE OF NEW HAMPSHIRE.

##### PUBLIC SERVICE COMMISSION.

In the matter of the petition of Coös Telephone Company and J. H. Dudley, filed April 19, 1912, praying for the approval of a contract for the sale and transfer to the Coös Telephone Company of the property, rights and franchises of said Dudley, connected with his telephone business operated in the northerly part of the County of Coös under the name of Colebrook, Columbia & Errol Telephone Company, for the sum of three thousand dollars (\$3,000) according to the terms of a contract made between said Coös company and said Dudley April 15, 1912, a copy of which contract is annexed to said petition, it appearing that said contract may be approved consistently with the public good, it is

ORDERED, that said contract be and is approved and said transfer assented to.

By order of the Public Service Commission this third day of June, 1912.

JOHN E. BENTON,

*Clerk.*

No. D—76.

COOS TELEPHONE COMPANY.

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Filed June 6, 1912.

Order June 7, 1912.

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PETITION FOR AUTHORITY TO ENGAGE IN BUSINESS AND TO CON-  
STRUCT AND OPERATE PLANT IN DIXVILLE AND MILLSFIELD.

Appearances: for the petitioner; Matt B. Jones.

## REPORT.

On April 19, 1912, the Coös Telephone Company and J. H. Dudley made application to this commission for the approval of a proposed contract for the sale and transfer to said Coös Telephone Company of the telephone properties of said Dudley located in the towns of Pittsburg, Clarksville, Colebrook, Columbia, Stewartstown, Dixville, Millsfield and Errol in the northerly part of the county of Coös, and operated as the Colebrook, Columbia & Errol Telephone Company.

After public notice a hearing was held. No objection from any source was made to the approval of said proposed contract of sale, and after consideration of the evidence offered an order was made June 3, 1912, granting the prayer of the petition.

It now appears that the Coös Telephone Company, not being now engaged in business in said Dixville and Millsfield, under paragraph (a) of section 13 of "An Act to Establish a Public Service Commission", requires the permission of this commission before it can operate the properties which by said order it was allowed to purchase.

In any case where a utility applies for permission to purchase the property and franchises of another utility, and, if the petition is granted, permission will be required to do business in new territory under the provision of the statute referred to, the petition for approval of the proposed purchase may include an application for the necessary right to do business. It is obvious that such right to do business must be granted to the purchaser of any utility property if such property is to continue to be devoted to public uses. Accordingly the most simple procedure possible is desirable.

In this case if application for the right now asked for had been included in the original petition, such right would have been granted in said order of June 3, 1912. As no opposition developed, after public notice, to a sale of the properties in question, it cannot be expected that opposition would be made now

to their operation, or that permission for such operation could reasonably or with regard to the public good be refused even if opposition were made. Accordingly we view this petition as in the nature of an amendment to the original petition, and an order granting the permission prayed for will be made without further notice or hearing.

JOHN E. BENTON,  
*For the Commission.*

Filed June 7, 1912.

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Order No. 72.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of Coös Telephone Company, filed June 6, 1912, praying for authority to engage in business and to construct and operate its telephone plant in Dixville and Millsfield in said State, it appearing that the prayer of the petition may be granted consistently with the public good, it is

ORDERED, that the approval of the Commission be and is granted to said Coös Telephone Company for such engaging in business and construction and operation of its properties in said Dixville and Millsfield.

By order of the Public Service Commission this seventh day of June, 1912.

JOHN E. BENTON.  
*Clerk.*

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No. D—75.

CONNECTICUT RIVER RAILROAD.

Filed May 6, 1912.

Order June 21, 1912.

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PETITION FOR AUTHORITY TO CONSTRUCT AN EXTENSION.

Appearances: for the petitioner; Edgar J. Rich, General Solicitor of the Boston & Maine Railroad, and Oliver E. Branch.

REPORT.

This is a petition by the Connecticut River Railroad Company praying for permission to construct an extension of its line from a point in Hinsdale opposite the village of Brattleboro,

Vermont, to a point on the west bank of the Connecticut River. The reason for making the proposed extension will be understood only when the situation of the present lines of the Boston & Maine Railroad are first known.

From Springfield, Massachusetts, the railroad line running up the Connecticut valley is made up as follows: from Springfield to South Vernon, Vermont, by the Connecticut River Railroad; from South Vernon to Brattleboro, by the New London Northern Railroad; from Brattleboro to Bellows Falls, by the Vermont Valley Railroad; from Bellows Falls to Windsor, by the Sullivan County Railroad, and from Windsor to White River Junction, by the Vermont Central Railroad. From White River Junction the Connecticut & Passumpsic Rivers Railroad runs northerly up the valley to Wells River where it connects with the Concord & Montreal Railroad, serving the White Mountain region in New Hampshire, and thence runs northerly through Vermont to Canada.

The Boston & Maine Railroad controls the Connecticut River Railroad through a long term lease; the Connecticut River Railroad owns practically all of the stock of the Vermont Valley Railroad, and the Vermont Valley Railroad owns all of the stock of the Sullivan County Railroad. The Boston & Maine Railroad also controls the Connecticut & Passumpsic Rivers Railroad under a long term lease. The Vermont Central Railroad controls the New London Northern Railroad under a long term lease, and is itself controlled by the Grand Trunk Railway. The trains of the two systems run over the tracks of the various railroads named south of White River Junction under a contract for the joint use of the same.

It will thus be seen that the Boston & Maine Railroad controls absolutely the entire line of railroad running north from Springfield, Massachusetts, with the exception of a few miles between South Vernon and Brattleboro, and between Windsor and White River Junction. It has been for some time the purpose of the Boston & Maine Railroad to supply these two links in its system by extending the Connecticut River Railroad to connect with the Vermont Valley, and by extending the Sullivan County Railroad to connect with the Connecticut & Passumpsic Rivers Railroad at White River Junction.

To construct the line from South Vernon to Brattleboro in Vermont it was necessary to pass over certain land and side tracks of the New London Northern Railroad at Brattleboro. An attempt to secure the right to do this, by negotiations with the Central Vermont Railroad, the lessee of said New London

Northern, appears to have failed, and application was then made to the Vermont legislature at its 1910 session for a charter permitting the Connecticut River Railroad to take the necessary land for the construction of said line. Such charter, however, was not granted.

Accordingly application was made to the New Hampshire legislature at its 1911 session for a charter permitting the extension to be built upon the New Hampshire side of the Connecticut River, and by chapter 337 of the Laws of 1911 the Connecticut River Railroad Company was authorized and empowered to construct an extension "beginning at some convenient point on its Ashuelot branch in the town of Hinsdale, running thence along the valley of the Connecticut River \* \* to some convenient point \* \* to connect said extension with the Sullivan County Railroad in the town of Walpole, or with the Cheshire branch of the Fitchburg Railroad either in the town of Walpole or in the town of Westmoreland."

Acting under this charter the petitioner has purchased a right of way from a point on said Ashuelot branch in Hinsdale to a point opposite the village of Brattleboro and has its road to that point under construction. In the meantime, however, further negotiations with the Vermont Central Railroad have resulted in an agreement by which the necessary land and rights have been acquired at Brattleboro so that the road may be permitted to cross the Connecticut River at that point and connect there with the Vermont Valley Railroad.

This petition is to procure the necessary permission for an extension from the point opposite Brattleboro at the end of that portion of the line now under construction to the west bank of the Connecticut River. The entire distance from said point of beginning to the east bank of said river is approximately sixteen hundred feet, and the length of the proposed bridge across the river nine hundred feet.

There is no opposition from any source to the granting of the petition. The estimated cost of the proposed extension is \$350,000. Its construction will obviate the present necessity of building in New Hampshire from opposite Brattleboro a distance of about twenty-five miles north to effect the desired connection with the Sullivan County Railroad at North Walpole, such connection being secured over the line of the Vermont Valley Railroad.

The expense of building from Brattleboro north in New Hampshire is estimated by the engineer who made the survey of the route over which said line would be constructed if built

at \$2,500,000. The territory which would be traversed is a purely agricultural region and could supply but little traffic. It is clearly in the public interest that such a large outlay, which must be capitalized if made, should be avoided if may be. An order will issue as prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed June 21, 1912.

Order No. 74.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Connecticut River Railroad Company, filed May 6, 1912, praying for permission to construct an extension of its line from a point in Hinsdale opposite the village of Brattleboro, Vermont, to a point on the west bank of the Connecticut River, it appearing, after public notice and due hearing, that such construction and extension will be for the public good, it is

ORDERED, that permission be and is given to said Connecticut River Railroad Company to construct such extension from a point approximately at station 396 + 76.44 to a point on the west bank of said Connecticut River approximately at station 422 + 26.0, as those points are shown on the plan annexed to said petition, which said plan is by this reference made a part of this order.

By order of the Public Service Commission this twenty-first day of June, 1912.

JOHN E. BENTON,  
*Clerk.*



No. D—72.

## STATE OF NEW HAMPSHIRE.

*vs.*

## BOSTON &amp; MAINE RAILROAD.

Filed April 20, 1912.

Order July 11, 1912.

## PETITION RELATING TO GRADE CROSSING OVER PROFILE &amp; FRANCONIA BRANCH OF BOSTON &amp; MAINE RAILROAD IN TOWN OF FRANCONIA.

Appearances: for the petitioner; James P. Tuttle, Attorney-General; for the Boston & Maine Railroad; Edgar J. Rich, General Solicitor, and Thornton Alexander, Assistant Solicitor.

## REPORT.

This is a petition in the name of the State of New Hampshire brought by the Attorney-General to obtain the consent in writing of this commission to the maintenance at grade of a certain highway across the Profile & Franconia branch of the Boston & Maine Railroad in the town of Franconia.

On January 6, 1910, the State of New Hampshire by its then Attorney-General, Edwin G. Eastman, filed a like petition with reference to the same highway with the Board of Railroad Commissioners, and on March 17, 1910, the following order was made thereon by said Board:

"From the evidence and arguments presented at the hearing it appears that said state highway in question was laid out and constructed under and by virtue of chapter 54 of the Pamphlet Laws of 1903; that it crosses the Profile and Franconia branch of the Boston & Maine Railroad at a point on said highway five miles distant from the Profile House, so called; that there was no provision in said Act of 1903 for the construction of said crossing other than at grade; that the governor and council have no funds now available which could be applied to the construction of an overhead bridge or an underpass at said crossing and that no funds will be available for said purpose unless by special appropriation of the legislature.

It is Voted and Ordered, That consent is hereby given for the maintenance at grade of said state highway over the tracks of the Profile and Franconia branch of the Boston & Maine Railroad in said town of Franconia at the point designated in said petition, said consent to terminate December 1, 1911, unless further continued by order of this board."

Said order was not at any time continued by order of said Board of Railroad Commissioners nor has it been by order of

this commission. The petition now under consideration was filed April 20, 1912. Hearings were held thereon at Concord on May 1, 1912, and July 9, 1912.

It appears that the highway in question was laid out and constructed as stated in said order of said Board of Railroad Commissioners and that it has ever since such construction been actually used for all of the purposes of a public highway. In the summer season of each year the travel upon the same is of considerable volume, particularly automobile travel. The testimony offered at the hearings tended to show that the crossing in question is a dangerous crossing which ought not to be continued at grade. No appropriation, however, has been made to meet the expense or any part of the expense of building an underpass or an overpass, and the Boston & Maine Railroad is unwilling to build either at its own expense. Said temporary order of said Board of Railroad Commissioners appears to have been made for the purpose of permitting the continued maintenance of said highway at grade across said railroad until an appropriation could be secured by the highway department of the state, but it does not appear that the matter was brought to the attention of the legislature at its last session.

It is now the purpose of said highway department to bring said matter to the attention of the legislature at its approaching session to the end that some act may be passed providing for the elimination of said crossing.

After the hearing the following agreement was filed:

THIS AGREEMENT, made and entered into this 9th day of July A. D. 1912, by and between the Boston & Maine Railroad, a corporation duly established by law, and the State of New Hampshire acting through and by its attorney-general,

WITNESSETH, that whereas the said State has petitioned the Public Service Commission for the right to lay out a certain highway extending between the base of Mt. Washington and the Chase Farm, so-called, in the town of Franconia, over the right of way of the Profile & Franconia Branch of said railroad at grade, and whereas a permanent crossing at grade of said highway is undesirable, and whereas there are no funds at present appropriated by the State for the purpose of eliminating said crossing by carrying the highway over or under the said tracks, it is hereby stipulated and agreed:—

1. That an order may be made by said Commission permitting the said State to maintain the said highway at grade for the term of one year from the date hereof, and said temporary order is hereby agreed to.

2. That nothing in this stipulation or the proceedings herein shall be interpreted as granting a permanent right to said State to maintain said highway at grade or as estopping said railroad

from objecting at any future time to the laying out of said highway at grade.

Boston & Maine Railroad

By Thornton Alexander, its attorney.

State of New Hampshire

By James P. Tuttle, Attorney General.

It is clearly in the public interest that such an order should be made as will permit the entire matter to be passed upon by the legislature as proposed so that it may be determined by that body whether provision shall be made for the abolition of the existing crossing at grade, and if so, by whom it shall be abolished and by whom the expense of such abolition shall be borne or how the same shall be apportioned. An order will be made in accordance with the terms of said agreement.

JOHN E. BENTON,

*For the Commission.*

Filed July 11, 1912.

Order No. 78.

#### STATE OF NEW HAMPSHIRE.

##### PUBLIC SERVICE COMMISSION.

In the matter of the petition of the State of New Hampshire vs. Boston & Maine Railroad, filed April 20, 1912, and amended June 21, 1912, praying for the consent in writing of this Commission to the maintenance at grade over the right of way of the Profile & Franconia branch of the Boston & Maine Railroad in the town of Franconia of a certain highway extending between the base of Mount Washington in the County of Coös and the Chase Farm, so-called, in said town of Franconia, the said parties having filed an agreement that an order shall be entered granting such consent for the term of one year from July 9, 1912, and it appearing that such order can be made consistently with the public good, it is

ORDERED, that the consent of this Commission be and is granted to the maintenance of said highway at grade over the right of way of said railroad at the point mentioned till July 9, 1913, *provided, however*, that this order shall not be construed as granting the right so to maintain said highway after said date.

By order of the Public Service Commission this eleventh day of July, 1912.

JOHN E. BENTON,

*Clerk.*

No. D—79.

## KEENE GAS AND ELECTRIC COMPANY.

Filed June 25, 1912.

Order July 12, 1912.

PETITION FOR PERMISSION TO CONTINUE THE ELECTRIC LIGHTING  
BUSINESS FORMERLY CONDUCTED BY THE TOWN OF PETER-  
BOROUGH.

Appearances: for the petitioner; Allen Hollis.

## REPORT.

This is a petition by the Keene Gas and Electric Company reciting that it has purchased from the Town of Peterborough the electric lighting plant, apparatus and lines formerly owned by said town and employed by it in furnishing electric lighting facilities in said town and has received conveyances of the same and desires to continue the operation thereof, and praying that the permission and approval of this commission may be granted to it to engage in and continue the business aforesaid in said town of Peterborough.

Paragraph (b) of section 13 of Chapter 164 of the Laws of 1911 provides that "No public utility shall transfer or lease its franchises, works or system \* \* until the commission shall make an order assenting thereto." The definition of a public utility contained in section 1 of said act, however, expressly excepts municipal corporations. Accordingly the sale of the property purchased by the petitioner in the town of Peterborough did not come before this commission for consideration or approval.

By paragraph (a) of said section 13, however, it is provided that "No public utility shall commence within this state the business of \* \* supplying the public with gas, electricity or water, or shall engage in such business \* \* in any city or town in which at the time it shall not already be engaged in such business \* \* without first having obtained the permission and approval of the commission." Accordingly, before the petitioner can lawfully engage in the business of furnishing electricity to the public in Peterborough it must obtain the approval of this commission and this petition is brought for that purpose.

A hearing was held on said petition at Concord on July 12, 1912. There is no opposition to the granting of the petition from any source, and it is the desire of the citizens of said Peterborough and of the authorities of said town that the peti-

tioner shall engage in said business in said town. We find that the public good will be thereby promoted and an order will issue as prayed for.

JOHN E. BENTON,  
*For the Commission.*

Filed July 12, 1912.

Order No. 80.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Keene Gas and Electric Company, filed June 25, 1912, praying that the permission and approval of this Commission may be granted to it to engage in the business of supplying electricity to the public in the town of Peterborough in said state, it appearing after due notice and hearing that such engaging in business will be for the public good, it is

ORDERED, that the permission and approval of this Commission be and is granted to said Keene Gas and Electric Company to engage in the business of supplying electricity to the public in said Peterborough.

By order of the Public Service Commission this twelfth day of July, 1912.

JOHN E. BENTON,  
*Clerk.*

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No. D—77.

SEABROOK & HAMPTON BEACH STREET RAILWAY  
COMPANY.

Filed June 12, 1912.

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Order July 22, 1912.

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PETITION FOR PERMISSION TO CARRY FREIGHT AND EXPRESS MATTER.

Appearances: for the petitioner; Samuel W. Emery.

REPORT.

This is a petition by the Seabrook & Hampton Beach Street Railway Company praying to obtain consent of this commission that said corporation shall have the right to carry freight and express over its street railway line and to charge and collect proper toll therefor.

As originally filed, said permission was requested for the period of one year from June 15, 1912, but was later amended to request permission without limit as to time.

By Section 1, Chapter 45, of the Laws of 1909, it is provided that "Any street railway operating within the state of New Hampshire, under a special act of the legislature, or organized under the Public Statutes of the state, *provided* its board of directors shall annually vote so to do, and *provided* the consent of the railroad commissioners shall first have been obtained, shall have the right to carry freight and express matter and charge and collect proper toll therefor."

On May 11, 1911, the petitioner applied to the Board of Railroad Commissioners praying said Board to consent to its engaging in the carriage of freight and express over its line of railway and that it charge and collect proper toll therefor for one year from May 5, 1911. On May 25, 1911, upon said petition the following order was made: "It is voted and ordered that permission be granted to said Seabrook & Hampton Beach Street Railway to carry freight and express matters upon its railway lines within the State of New Hampshire for one year from said 5th day of May, 1911 as petitioned for by said Street Railway; said railroad company to collect reasonable toll or charges therefor."

This petition was filed June 11, 1912, and a hearing was held thereon at Concord, July 12, 1912.

The petitioner appears to have proceeded upon the theory that application must annually be made to the commission for authority to carry on a freight and express business. Upon consideration of the statute, however, the commission was of the opinion that such annual proceedings were not intended to be required before a street railway corporation not authorized by its charter to carry on a freight and express business can engage in such business.

It must obtain the consent of the commission under the provisions of the statute in question; and said statute likewise requires that the directors shall vote annually to continue the business, if it is continued.

The purpose of this requirement is perhaps not evident. The legislature may have believed that if a business not authorized by the charter of a street railway corporation, was to be carried on, the directors ought to be required annually to examine into the results of such business and determine whether it was in the interest of the stockholders of the corporation to continue it. Whatever the reason for requiring such annual vote,



however, the legislature did not see fit to require an annual application to the commission. Entertaining this view, the commission suggested that the petition be amended as aforesaid, and on July 18, 1912, such an amendment was asked for and allowed.

The commission finds that the public good will be promoted by the granting of the petition as amended and an order will issue accordingly.

EDWARD C. NILES,  
*For the Commission.*

Filed July 22, 1912.

Order No. 81.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of Seabrook & Hampton Beach Street Railway Company, filed June 11, 1912, as amended July 18, 1912, praying this Commission to consent that said corporation shall have the right to carry freight and express over its line of street railway and that it charge and collect proper toll therefor, it appearing, after due notice and public hearing, that the prayer of said petition may be granted consistently with the public good, it is

ORDERED, that the consent of this Commission be and is granted to said Seabrook & Hampton Beach Street Railway Company to carry freight and express matter upon its street railway line within the state of New Hampshire and that it charge and collect proper toll therefor.

By order of the Public Service Commission this twenty-second day of July, 1912.

EDWARD C. NILES,  
*Chairman.*

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No. D—78.

CONCORD & MONTREAL RAILROAD.

Filed June 13, 1912.

Order July 22, 1912.

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PETITION FOR PERMISSION TO BUILD EXTENSION FROM BASE STATION  
TO SUMMIT OF MOUNT WASHINGTON, AND TO INCREASE ITS CAP-  
ITAL STOCK NOT EXCEEDING \$1,500,000.

Appearances: for the petitioner; Benjamin A. Kimball, President, and Hon. William M. Chase, Clerk and Counsel: in oppo-

sition; Fred H. Savory, for himself and two other stockholders.

#### REPORT.

In this petition, filed June 13, 1912, the Concord & Montreal Railroad asks permission to build an extension from Base Station, at the base of Mount Washington, to the summit of the mountain, a distance of about fourteen miles, to be operated by electricity, with the necessary turnouts, side tracks and switches, and station buildings, including hotel accommodations, and to increase its capital stock in a sum not exceeding \$1,500,000 to defray the cost of the extension. The proposed extension includes a power-house at the base of the mountain, an electric railway of about fourteen miles in length from the base to the summit, with the necessary appurtenances and equipment, and a hotel on the summit.

This road would practically replace and supersede the present cog-wheel steam railroad running directly to the summit. In connection with the proposed hotel, it would afford exceptional scenic attractions. In the opinion of persons peculiarly qualified to judge of such matters, it would attract a greatly increased amount of travel, and would prove a paying investment. In that opinion we are inclined to concur. And the existence of such an attraction would inevitably not only result in increased travel on the railroads, but would enhance the popularity of our state as a place of summer resort, and would be of benefit to the community generally.

We have no hesitation in finding that the proposed extension would be for the public good.

Some difficulty, however, is involved in the question of authorizing the desired increase of the capital stock, in the manner proposed by the petition and the vote of the stockholders.

The stockholders voted that the capital stock be increased in a sum not exceeding \$1,500,000, by the issue of shares of Class 4 stock "from time to time as the Directors of the corporation may order, having first procured authority from the Public Service Commission for so doing,—which shares shall be offered proportionately to the stockholders at the price of one hundred sixty dollars, (\$160.) a share, and any shares not thus subscribed for shall be disposed of according to law."

The stockholders appearing in opposition to the petition, representing somewhat less than two hundred shares, base their objection to the stock issue especially upon the ground that the price fixed is so high that it cannot be expected that the stock will be taken in any considerable amount by the stockholders.

This objection is unquestionably well-founded. The stock, on the date of the hearing, was selling at \$150., or \$10. a share less than the price at which it is to be offered to the stockholders. If it is the purpose of the act, (Public Service Act, S. 14 (c) ), that the issuance of new stock shall have the effect merely of proportionately increasing the holdings of existing stockholders, instead of shifting the corporate control by the acquisition of large blocks of stock by parties whose holdings may already be so large that they virtually control the action of the corporation in voting new stock issues and fixing the price,—if this is the purpose of the act, it is clearly frustrated by the arrangement proposed in this case.

If, however, it was the purpose of the legislature to secure such a proportional distribution of new stock issues, it both failed clearly to express its intention, and also to give to this commission the power to make that intention effective. For, by the proviso at the end of the same section, the commission is directed to refuse to authorize a stock issue only “if in its opinion the price fixed by the stockholders is *so low* as to be inconsistent with the public interests.”

The commission seems to have no power, whatever might be its disposition, to refuse authorization of a stock issue upon the ground that the price fixed is too high. If it is to be the policy of the state to compel a proportionate allotment to present stockholders of new stock issues, it is clear that the law requires amendment in this particular. At any rate, the high price fixed gives us no ground for withholding our authorization, in the present state of the law.

A more difficult question arises in connection with the determination of the amount of stock to be authorized. The estimates submitted indicate that the cost of construction will be, roughly speaking, about \$1,500,000. But numerous changes in the plans are in contemplation, which may increase or reduce the cost by several hundred thousand dollars. The estimates for electrification include the electrification from Fabyans to Base Station, the expense of which is not to be met out of the proceeds of the proposed stock issue. And the estimates as to the cost of the hotel are merely in round figures, the plans being not yet completed.

Moreover, the price at which the stock will be sold is altogether uncertain. At \$160. a share, 9312½ shares would produce the estimated cost of \$1,500,000. But it is by no means certain whether the cost will exceed or fall short of that figure. And it is quite certain that the stock cannot be sold at \$160. What

its price will be one year or two years from now, when the work will probably be completed, cannot even be conjectured.

We cannot under the circumstances authorize the issue of stock which may never be needed for the purposes named in the petition.

The Concord & Montreal Railroad will be authorized to issue shares of its capital stock, of the par value of one hundred dollars (\$100.) each, at such times and in such amounts as this commission may hereafter determine on application of the directors of the corporation, in an amount sufficient to defray the expenses actually incurred in constructing and equipping the proposed extension. This opinion and the order accompanying it will not be an authorization of an increase, but merely a finding that such increase will be proper, and an assurance that it will be authorized without further hearing on the main question, and without notice, on petition of the directors, accompanied by a proper showing of expenditures made for the purposes herein approved.

EDWARD C. NILES,  
*Chairman.*

Filed July 22, 1912.

Order No. 82.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of the Concord & Montreal Railroad, filed June 13, 1912, praying for permission to construct an extension of its railroad, from Base Station, so-called, at the base of Mount Washington, to the summit of Mount Washington, it appearing that such construction will be for the public good, it is

ORDERED, that permission of the Commission be and hereby is granted to said Concord & Montreal Railroad to construct an extension of its railroad from Base Station to the summit of Mount Washington substantially in accordance with the plan filed with said petition, said extension to have necessary turn-outs, side tracks, safety switches, station buildings including hotel accommodations, platforms and other needful appurtenances and conveniences for the accommodation of the public, and to be operated by electricity.

By order of the Public Service Commission this twenty-second day of July, 1912.

EDWARD C. NILES,  
*Chairman.*

No. D—68.

## CITY OF CONCORD

*vs.*

## CONCORD LIGHT &amp; POWER COMPANY.

Filed April 15, 1912.

Final action July 30, 1912.

## PETITION RELATING TO RATES.

Appearances: for the petitioner: Alexander Murchie, City Solicitor; for the Concord Light & Power Company; Leach, Stevens & Couch.

On April 16, 1912, the defendant was required either to satisfy matters complained of in said petition or to file its answer thereto in writing not later than May 15, 1912. The answer of said defendant was received May 9, 1912, in which was denied the charge made in said petition, i. e., that said company, in violation of law, fails to furnish service at just and reasonable rates to the inhabitants of said city.

The commission engaged Mr. Alton D. Adams, a public service engineer, of Worcester, Massachusetts, and an investigation was commenced of the property, books and papers of said company.

On July 29 the Board of Mayor and Aldermen of the City of Concord passed a resolution, a copy of which follows:

## "CITY OF CONCORD.

In the year of our Lord one thousand nine hundred and twelve.

RESOLUTION Authorizing the Withdrawal of the Gas Complaint.

Resolved by the Board of Aldermen of the City of Concord, as follows:

SECTION 1. That the Concord Light & Power Company has satisfied this Board that said Company will reduce the price of gas in the City of Concord five cents per thousand feet, commencing August 1, 1912, and

SECTION 2. That the City Solicitor be, and hereby is, instructed to withdraw the complaint of this Board against said Company from the Public Service Commission, upon the taking effect of such reduction."

This resolution, together with a stipulation, as follows, was filed with the commission on July 30, 1912:

"CONCORD, N. H., July 30, 1912.

State of New Hampshire.

In the Public Service Commission.

PETITION OF THE CITY OF CONCORD

vs.

THE CONCORD LIGHT & POWER COMPANY.

It is agreed that the above entitled action may be marked  
'Dismissed without prejudice.'

CITY OF CONCORD,

by its Solicitor,

ALEXANDER MURCHIE,

Concord Light & Power Company,

by its Attorneys,

LEACH, STEVENS & COUCH,

Benj. W. Couch."

Accordingly, upon receipt of the above mentioned stipulation  
the petition was dismissed without prejudice.

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No. D—53.

SUNCOOK VALLEY RAILROAD AND CONCORD & MONTREAL  
RAILROAD.

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Filed February 20, 1912.

Order August 16, 1912.

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PETITION FOR APPROVAL OF LEASE.

Appearances: for the petitioners; Hon. William M. Chase.

REPORT.

This is a petition by the Suncook Valley Railroad and the Concord & Montreal Railroad praying for the approval of a lease by the first named corporation of all its property and franchises to the last named corporation for the term of two years from the first day of January, 1912.

The Suncook Valley Railroad owns a line of railroad 17 41/100 miles in length extending from Suncook village in Allenstown to a point in the town of Pittsfield. Said railroad was constructed in 1869, and was immediately leased for a term of forty-two years to the Concord Railroad and Manchester & Lawrence Railroad at a yearly rental of 6% upon 2400 shares of stock and an additional rental of \$200, intended to cover the organization expenses of the lessor. The remaining 1017 shares



of stock of the lessor which had been issued to Manchester, Epsom, Pittsfield and the Pittsfield Manufacturing Company for money subscribed in aid of the construction of said railroad, by the terms under which it was issued, drew no dividends during the term of said lease.

This lease of 1870 was assigned to the Boston & Maine Railroad, when it leased the Concord & Montreal Railroad in 1895, and the property covered by the same has since been operated by the Boston & Maine Railroad.

By said Concord & Montreal Railroad lease it is provided that

"The lessor shall make and execute such lease or other operating contract with any other railroad corporation as the lessee may request, provided, however, that every such lease or contract, if the lessor shall so elect, shall by its terms expire at or before the expiration of the term of this lease, and that the obligations and liabilities arising therefrom shall be assumed and sustained exclusively by the lessee, and that the lessor shall be held harmless from any loss arising therefrom during the continuance of this lease."

For several months prior to January 1, 1912, the date of the expiration of said first mentioned lease, negotiations were in progress between the Suncook Valley Railroad and the Boston & Maine Railroad as to terms upon which a lease of the property of said first mentioned corporation should be made to the Concord & Montreal Railroad. No result, however, was reached until a few days prior to said January 1, 1912, when it was agreed that the lease should be continued upon the same terms as before for a period of two years, except that the yearly rental should be 3% upon all the outstanding stock of the lessor and an additional sum of \$300, and the Boston & Maine Railroad requested the Concord & Montreal Railroad to take said lease. Pending the procuring of the necessary votes by the stockholders of the respective corporations it was agreed that the property to be leased should continue to be operated by the Boston & Maine Railroad as if said lease had been executed and was in effect, and that said lease when executed should be for the term of two years from January 1, 1912. Upon application to this commission said agreement for such temporary operation was approved.

The railroad property proposed to be leased has never been operated as a separate road and the lessor has no equipment with which to make such operation. The length of said road and the amount of traffic which it could expect to handle would probably not permit of its successful separate operation. Ac-

cordingly it appears to be consistent with the public interest that the same should be leased and operated as proposed.

The only provision in the lease which appears to the commission to be questionable is the following:

"The directors, clerk and treasurer of said first party, and the stockholders thereof, when necessary for attendance at the corporate meetings, shall be passed free at their own risks, over said railroad while operated by said second party under this lease."

Section 2 of Chapter 126 of the Laws of 1909 provides that

"no carrier shall, directly or indirectly, issue or give any free ticket, free pass or free transportation for passengers between points within this state,"

except to certain specified classes of persons not including stockholders of leased lines.

In *Emerson v. Boston & Maine Railroad*, 75 N. H. 427, it was held that the statute in question did not render it unlawful to transport such stockholders to stockholders' meetings without collection of the usual fare, when such transportation was provided for by the terms of a lease made previously to the passage of the statute. The opinion is based upon the proposition that such transportation is not a gratuitous favor, but that the agreement to transport stockholders to their meetings free of charge

"was one of the essential parts of the contract. It constituted one of the considerations for the execution of the lease; and as it was not at that time prohibited by law or contrary to public policy, it became a binding part of the contract."

And the court added:

"It cannot be presumed that the legislature intended the act to have a retrospective effect rendering former valid contracts illegal and void."

It will be seen that the opinion quoted goes no further than to determine that provisions for the transportation of stockholders contained in leases made before the passage of the act of 1909 are valid and binding. Whether such provisions contained in leases made subsequently to the passage of the statute are also valid remains undetermined.

Paragraph (d) of Sect. 7 of Chapter 164 of the Laws of 1911 provides as follows:

"No railroad corporation or public utility shall make or give any undue or unreasonable preference or advantage to any person or corporation or to any locality or to any particular description of service in any respect whatsoever, or subject any particular person or corporation or locality or any particular description of service to any undue or unreasonable prejudice or disadvantage in any respect whatsoever: provided, however, that the provisions of this section shall not be taken to require absolute uniformity in the charges made and demanded by public utilities when the circumstances render any lack of uniformity reasonable or to be taken to prevent telephone, telegraph and cable companies from entering into contracts, subject to the approval of this commission, with common carriers for the exchange of services or to affect existing contracts relating thereto: and provided, further, that said provisions shall not be taken to prohibit a public utility from establishing differential rates or a sliding scale for the automatic adjustment of such charges if said rates or sliding scale, subject to the approval of the commission, shall be reasonable and just."

This section constitutes a prohibition of free service by railroads and public utilities far more inclusive than the section quoted from Chapter 126 of the Laws of 1909. The care taken to specify particular instances in which uniform rates for service may be departed from indicates the clear intent of the section generally to prohibit free service,—or service at favored rates. Accordingly, while it may be clearly reasonable for railroad corporations engaged in the operation of their properties to grant free transportation to their officers and employees, so that such granting of free transportation may not be held to be giving of "undue or unreasonable preference", it may well be doubted whether a railroad corporation, without equipment to inspect, or railroad operations to supervise, may contract in a lease of its property for the free transportation of its officers and stockholders any or all of the time without giving to such officers and stockholders "any undue or unreasonable preference \* \* in any respect whatsoever" over the public generally.

Under a provision in the Wisconsin public utilities law which forbade a public utility

"directly or indirectly, by any device whatsoever or otherwise, (to) charge, demand, collect or receive from any person, firm or corporation, a greater or less compensation for any service \* \* than that prescribed in the published schedules or tariffs when in force,"

it was held by the Wisconsin Railroad Commission as follows:

"It is unlawful to exact a higher rate from subscribers who are not stockholders, directors or officers than from subscribers who are stockholders, directors or officers." In re Free and Reduced Rate Telephone Service, 2 Wis. R. C. Rep. 521.

Said Chapter 164 of the Laws of 1911, by paragraphs (a) and (b), Sect. 7, provides for the filing of schedules showing the rates, charges or prices for any service rendered or to be rendered, and prohibits any change therefrom except after thirty days' notice filed with the commission, unless by consent of the commission.

Under the provisions of the statute to which we have referred it is at least doubtful whether a provision such as that now under consideration may lawfully be made. Irrespective, however, of the letter of the statutes, we cannot be unmindful of the apparent legislative intent to restrict the granting of free transportation to a minimum; and we do not feel that we should approve the making of contracts which, if legal, will bind railroad corporations to grant free transportation to officers and stockholders of leased railroads. If the giving of such free transportation is unlawful under existing statutes, it is obvious that we ought not to approve a contract containing provision for the doing of an unlawful thing. If on the other hand it is lawful, the transportation can be granted voluntarily, without contractual obligation. And whatever the present law, we ought not to allow the execution of contracts so repugnant to the general trend of legislation both here and elsewhere, and which, under the decision of our Supreme Court above referred to, might constitute an insuperable obstacle in the way of more stringent restrictions by future legislatures upon the giving of free transportation.

No reason is apparent why the full amount of the rental value of railroad property to be leased should not be paid by the lessee corporation to the lessor corporation in money. If that is done such compensation may then be paid to the officers of the lessor corporation as may be desired, and the remainder of the rental received will inure directly to the benefit of the stockholders in proportion to their holdings.

From the views which we have expressed it follows that we cannot approve in its entirety the proposed lease. An order will, however, issue approving the same except as to that provision which provides for the free transportation of the officers and stockholders of the lessor corporation, or, upon request of the petitioners, an order will be delayed until the lease can be amended to conform to the views herein expressed.

JOHN E. BENTON.

*For the Commission.*

Order No. 88.

STATE OF NEW HAMPSHIRE.

PUBLIC SERVICE COMMISSION.

In the matter of the petition of Suncook Valley Railroad and Concord & Montreal Railroad, filed January 29, 1912, praying for the approval of a lease of the property and franchises of said first named corporation to said last named corporation for the term of two years from January 1, 1912, a copy of which said lease is attached to said petition, said lease having been modified in accordance with a vote of the stockholders of said Suncook Valley Railroad passed at a meeting of said stockholders on May 23, 1912, to conform to the views of this Commission as expressed in the opinion of the Commission heretofore filed in said matter, a copy of which said vote was filed with this Commission June 12, 1912, and it appearing that said lease as modified by said vote may be approved consistently with the public good, it is

ORDERED, that said lease as modified by said vote be and is approved.

By order of the Public Service Commission this sixteenth day of August, 1912.

JOHN E. BENTON,  
*Clerk.*

## PETITIONS PENDING.

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No. D—10.

BOSTON & MAINE RAILROAD

*vs.*

TOWN OF HINSDALE.

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Filed July 27, 1911.

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GRADE CROSSING APPEAL.

Appearances: for the petitioner; Edgar J. Rich, General Solicitor, and Thornton Alexander, Assistant Solicitor: for the Town of Hinsdale; Edalbert J. Temple: for the State of New Hampshire; S. Percy Hooker, State Superintendent of Highways.

Grade crossing appeal from a vote of the Town of Hinsdale requiring the abolition of a grade crossing in that town.

On August 5, 1911, at the request of the Selectmen of Hinsdale the case was continued for hearing, the date to be fixed by the commission. Hearings held in the town hall, Hinsdale, July 5, 1912, and at the office of the commission in Concord, July 9, 1912.

Under investigation.

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No. D—38.

TOWN OF CONWAY

*vs.*

BOSTON & MAINE RAILROAD.

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Filed November 6, 1911.

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PETITION FOR LAYING OUT A HIGHWAY IN CONWAY VILLAGE.

Appearances: for the State of New Hampshire; Harry C. Hill, State Engineer: for the petitioner; Walter D. H. Hill: for the Boston & Maine Railroad; Thornton Alexander, Assistant Solicitor, and Charles E. Lee, General Superintendent: for the Swift River Railroad; Remick & Hollis.



Petition for the written consent of the commission to the laying out of a highway at grade across the tracks of the Boston & Maine Railroad and the Swift River Railroad in Conway.

Hearing at Conway, November 29, 1911; amendment of petition allowed making Swift River Railroad a party respondent. Further hearing held at Concord, December 26, 1911, which was continued by agreement to February 13, 1912. The hearing fixed for February 13, 1912, was continued to a date to be fixed by the commission. On June 28, 1912, a date for further hearing was fixed for July 8, 1912, at the office of the commission in Concord, at which hearing the Boston & Maine Railroad was represented by its assistant solicitor, but there were no other appearances and the hearing was closed.

By request of the parties the petition stands without order pending negotiations between the parties.

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No. D—39.

SULLIVAN COUNTY RAILROAD.

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Filed November 6, 1911.

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PETITION FOR AN EXTENSION OF ITS ROAD.

Appearances: for the State of New Hampshire; James P. Tuttle, Attorney-General; for the petitioners; Edgar J. Rich, General Solicitor, and Branch & Branch: for Hettie S. Beaman and Winston Churchill; Hollis & Murchie and Herbert C. Lakin: for Dr. Arthur H. Nichols; Rumney Spring of Matthews, Thompson & Spring: for George Rublee, Herbert C. Lakin and Albert E. Lang, a committee representing a large number of property owners in Cornish and Plainfield; Albert E. Lang.

Petition for leave to construct an extension of the petitioner's road from a point in the town of Cornish to a point in the town of Lebanon.

This petition was originally filed in the Supreme Court on April 19, 1911, and by order of said court was transferred to this commission on November 6, 1911. A hearing was begun at the office of the commission on May 27, 1912, and continued on May 28, May 31, and June 10, and at Cornish on June 11, and June 12, 1912, and at the office of the commission on June 21, 1912.

Briefs were filed by the remonstrants July 31, 1912, and by the petitioners August 23, 1912.

Under consideration.

No. D—50.

BURRITT H. HINMAN *et als.*

*vs.*

COOS TELEPHONE COMPANY.

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Filed January 23, 1912.

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PETITION COMPLAINING AS TO SERVICE AND RATES.

Appearances: for the Coös Telephone Company; F. W. Story, Vice-President, and Matt B. Jones, Counsel.

On February 5, 1912, the respondent was granted until February 21, 1912, within which to satisfy the matters complained of or to make answer thereto in writing. Answer filed February 21, 1912.

A preliminary hearing was held at the office of the commission in Concord on July 9, 1912, but in the absence of representatives of the petitioners, no action was taken and the hearing was continued to a date to be fixed by the commission.

(See also No. D—52, below.)

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No. D—52.

CITY OF BERLIN

*vs.*

COOS TELEPHONE COMPANY.

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Filed January 23, 1912.

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COMPLAINT AS TO RATES AND CHARGES MADE BY RESOLUTION OF  
THE CITY COUNCIL OF BERLIN.

Appearances: for the City of Berlin; William H. Paine, City Solicitor; for the Coös Telephone Company; F. W. Story, Vice-President, and Matt B. Jones, Counsel.

On February 5, 1912, the respondent was granted until February 21, 1912, within which to satisfy the matters complained of or to make answer thereto in writing. Answer filed February 20, 1912.

A preliminary hearing was held at the office of the commission in Concord on July 9, 1912, but in the absence of representatives of the petitioner, no action was taken and the hearing was continued to a date to be fixed by the commission.

(See also No. D—50, above.)

No. D—58.

TOWN OF WALPOLE

*vs.*

SULLIVAN COUNTY RAILROAD.

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Filed February 19, 1912.

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PETITION FOR RECONSTRUCTION OF THE MAIN STREET AND RIVER  
STREET UNDERPASSES IN THE VILLAGE OF NORTH WALPOLE.

Appearances: for the petitioner; Louis E. Wyman: for the Sullivan County Railroad; George F. Weston, Counsel, and Arthur B. Corthell, Chief Engineer of Boston & Maine Railroad.

On the filing date, application was made to the Governor and Council for the appointment of a commissioner to act in place of Mr. Benton, who was disqualified to act by reason of having heretofore acted as counsel for the petitioner in the same matter, and on February 20, 1912, the Governor, with the advice of the Council, appointed Arthur W. Dudley of Brentwood, to sit as a member of the commission in consideration of the case.

Also, on the said filing date the respondent was granted until March 6, 1912, within which to satisfy the matters complained of or to make answer thereto in writing. Answer filed March 4, 1912.

A hearing was begun in Russell Hall, North Walpole, on May 6, 1912, and a view of the underpasses complained of was taken. Hearing continued to a date to be fixed by the commission upon request of parties.

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No. D—60.JAMES E. PARKER *et als.**vs.*HUDSON WATER COMPANY AND PENNICHUCK WATER  
WORKS.

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Filed March 9, 1912.

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PETITION RELATING TO EXTENSION OF SYSTEM, MAINS AND SERVICE  
INTO THE TOWN OF HUDSON.

Appearances: for the petitioners; Taggart, Burroughs & Wyman: for the Hudson Water Company; H. P. Greeley: for the Pennichuck Water Works; Geo. B. French.

This petition complains that said Hudson Water Company does not now and for many years prior hereto has not supplied the water takers of said district with a sufficient and adequate supply of good and suitable water for domestic, fire or municipal purposes, and prays that the Pennichuck Water Works of Nashua be ordered, directed and empowered to extend its water works system, mains and service across the Merrimack River into said town of Hudson, and to provide water for domestic, fire and municipal purposes.

On March 13, 1912, the defendants were required to file their answer to the petition not later than April 15, 1912, if the matter was not earlier adjusted between the parties. Answer of Hudson Water Company filed April 16, 1912. Answer of Pennichuck Water Works filed April 17, 1912.

A preliminary hearing was held at the office of the commission on May 31, 1912, and statements by counsel for the petitioners and the Hudson Water Company, and by Mr. Stark, president of the Pennichuck Water Works, were heard, and the case continued to a date to be fixed by the commission.

Hearing ordered at Hudson for September 4, 1912.

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No. D—80.

IRA P. INGRAHAM *et al.*

*vs.*

SULLIVAN COUNTY RAILROAD.

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Filed July 26, 1912.

PETITION FOR AN ORDER REQUIRING THE CONSTRUCTION OF AN UNDERPASS IN THE TOWN OF CLAREMONT.

Appearances: for the petitioners; Mrs. Ira P. Ingraham: for the Sullivan County Railroad; Edgar J. Rich.

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No. D—81.

BOSTON & MAINE RAILROAD

*vs.*

TOWN OF RINDGE.

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Filed July 29, 1912.

APPEAL FROM A VOTE OF THE TOWN OF RINDGE REQUIRING CROSSING PROTECTION.

Appearances: for the petitioner; Charles E. Lee, General Superintendent.

No. D—82.

HEIRS OF GEORGE W. BLODGETT, AND HENRY L. BOWLES.

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Filed July 31, 1912.

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PETITION FOR APPROVAL OF TRANSFER OF A WATER UTILITY AT  
BLODGETT'S LANDING.

Appearances: for the petitioners; Joseph A. Donigan.

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No. D—83.

WONOLANCET ELECTRIC COMPANY.

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Filed August 9, 1912.

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PETITION FOR AUTHORITY TO ENGAGE IN BUSINESS IN TOWNS OF  
TAMWORTH, SANDWICH AND ALBANY.

Appearances: for the petitioner; Arthur T. Walden.

On August 15, 1912, a hearing was ordered at Concord for  
September 23, 1912.

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No. D—84.

JAFFREY & TROY ELECTRIC LIGHT COMPANY AND NEW  
HAMPSHIRE WATER & ELECTRIC POWER COMPANY  
OF NEW HAMPSHIRE.

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Filed August 9, 1912.

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PETITION FOR APPROVAL OF PROPOSED CONTRACT, LEASE OR SALE  
BY JAFFREY & TROY ELECTRIC LIGHT COMPANY OF ITS PROP-  
ERTY, RIGHTS AND FRANCHISE IN THE TOWN OF JAFFREY.

Appearances: for the petitioners; Anderson, Sweetser & Wiles.

On August 17, 1912, a hearing was ordered at Concord for Sep-  
tember 16, 1912.

No. D—85.

NEW HAMPSHIRE WATER & ELECTRIC POWER COMPANY  
OF NEW HAMPSHIRE.

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Filed August 9, 1912.

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PETITION FOR AUTHORITY TO ISSUE CAPITAL STOCK.

Appearances: for the petitioner; Anderson, Sweetser & Wiles.

On August 17, 1912, a hearing was ordered at Concord for September 16, 1912.

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No. D—86.

NEW HAMPSHIRE WATER & ELECTRIC POWER COMPANY  
OF NEW HAMPSHIRE.

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Filed August 9, 1912.

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PETITION FOR AUTHORITY TO CONSTRUCT LINES AND ENGAGE IN  
BUSINESS IN JAFFREY, FITZWILLIAM AND TROY.

Appearances: for the petitioner; Anderson, Sweetser & Wiles.

On August 17, 1912, a hearing was ordered at Concord for September 16, 1912.

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No. D—87.

NEW HAMPSHIRE WATER & ELECTRIC POWER COMPANY  
OF NEW HAMPSHIRE AND NEW HAMPSHIRE WATER  
& ELECTRIC POWER COMPANY OF MAINE.

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Filed August 9, 1912.

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PETITION FOR AUTHORIZATION OF TRANSFER OF PROPERTY.

Appearances: for the petitioner; Anderson, Sweetser & Wiles.

On August 17, 1912, a hearing was ordered at Concord for September 16, 1912.





## PART III.

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### STEAM RAILROAD RETURNS.



# REPORT

OF THE

## ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Atlantic & St. Lawrence Railroad Company.

Date of organization: September 25, 1845.

Under laws of what government, state or territory organized?  
Chartered in Maine, February 10, 1845; New Hampshire, July 30, 1847; Vermont, October 27, 1848.

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### Principal Officers.

President . . . . .	E. J. Chamberlin . .	Montreal, Que.
Vice-President . . . .	Howard G. Kelley . .	Montreal, Que.
Treasurer . . . . .	Frank Scott . . . .	Montreal, Que.
General Auditor . . .	W. H. Ardley . . . .	Montreal, Que.
Clerk . . . . .	H. P. Sweetser . . .	Portland, Me.

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### Directors.

E. J. Chamberlin . . . .	Montreal, Que.
Howard G. Kelley . . . .	Montreal, Que.
J. E. Dalrymple . . . .	Montreal, Que.
W. H. Moulton . . . . .	Portland, Me.
W. W. Duffett . . . . .	Portland, Me.
Frank D. Tune . . . . .	Portland, Me.
E. A. Noyes . . . . .	Portland, Me.
P. G. Brown . . . . .	Portland, Me.
H. P. Sweetser . . . . .	Portland, Me.

Term expires August 6, 1912, or until successors are elected.

### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
June 11, 1912.

Total number of stockholders of record: 1,605.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

The Grand Trunk Railway Company of Canada operates the railroad, and guarantees the dividend of 6% per annum on common stock (\$5,484,000).

<b>Road Operated—Entire Line.</b>	
Line operated:	
Atlantic & St. Lawrence Railroad Co., from Portland, Me., to Island Pond, Vt. . . . .	149.58 miles
Atlantic & St. Lawrence Railroad Co., extension from Island Pond, Vt., to Canadian boundary line . . . . .	15.64
	165.22 miles
Line operated under lease for specified sum:	
Norway Branch Railroad Co., from South Paris, Me., to Norway, Me. . . . .	1.50
Total mileage operated . . . . .	166.72 miles
<b>Road Operated—State of New Hampshire.</b>	
Atlantic & St. Lawrence Railroad Co., from boundary line, Vermont, to boundary line, Maine . . . . .	52.06 miles
<b>Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.</b>	
Name of operating company:	
Grand Trunk Railway Co., of Canada . . . . .	166.72 miles
Date of lease, August 5, 1853, for term of 999 years.	
Guaranty of dividend of 6% on \$5,484,000 com- mon stock.	

## Capital Stock.

KIND.	Number of shares authorized.	Par value of one share.	Total par value author- ized and out- standing.	Total par value not held.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Common .....	11,290	£100	\$5,464,360	\$5,464,360	{	\$329,040.00
	190	\$100	19,000	19,000		
	40	16	640	640		
Total .....	11,520		\$5,484,000	\$5,484,000		\$329,040.00

## PURPOSE OF THE ISSUE.

Issued for cash:		
Total number of shares outstanding	.	11,520
Total cash realized	.	\$5,484,000



## Funded Debt.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized and outstanding.	Total par value not held.	INTEREST.		
	Date of issue.	Date of maturity.			Rate.	Amount accrued during the year.	Amount paid during the year.
First mortgage bonds.....	Oct. 1, 1864	1884	\$1,499,916	\$1,499,916	6%		
Second mortgage bonds.....	May 1, 1871	1891	712,932	712,932			
Third mortgage bonds.....	July 1, 1889	1909	786,984	786,984			
Balance difference on exchange of bonds.	1864 1871 1889		84 68 16	84 68 16		\$206,280.00	\$206,280.00
Plain bonds, debentures and notes:							
£90,000 sterling, Island Pond to Canadian boundary line .....	Dec. 1, 1852	1882	438,000	438,000			
Total .....	.....	.....	\$3,438,000	\$3,438,000	.....	\$206,280.00	\$206,280.00

## Recapitulation of Funded Debt.

KIND OF BOND OR OBLIGATION.	Total par value out-standing.	Total par value not held.	INTEREST.
			Amount paid during year (charged to income).
Mortgage bonds .....	\$3,000,000	\$3,000,000	\$180,000.00
Plain bonds, debentures, and notes .....	438,000	438,000	26,280.00
Total .....	\$3,438,000	\$3,438,000	\$206,280.00

## PURPOSE OF THE ISSUE.

Issued for cash:

Total par value outstanding	.	.	.	.	\$3,438,000
Total cash realized	.	.	.	.	\$3,438,000

## Recapitulation of Capitalization.

ACCOUNT.	Total par value out-standing.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock...	\$5,484,000	\$5484,000	165.22	\$33,192
Funded debt...	3,438,000	3,438,000	165.22	20,809
Total .....	\$8,922,000	\$8,922,000	-	\$54,001

## Security for Funded Debt.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.		Miles	Amount of mort- gage per mile of line.
	From	To		
First mortgage	Island Pond	Portland, Me.	149.58	\$20,056
Second mortgage				
Third mortgage				
Isl. Pond Debent..	Island Pond	Can. boundary line .....	15.64	28,005

## Summary of Road and Equipment.

Investment to June 30, 1907:

*Road, entire line . . . . .	\$8,922,000.00
*Road in New Hampshire . . . . .	1,494,357.00
Cost per mile of entire line . . . . .	54,000.73
Cost per mile of line in New Hampshire . . . . .	28,704.50

## Income Account.

Operating income:

Rail operations—

Operating revenues . . . . .	\$1,540,809.93
Operating expenses . . . . .	1,478,296.82

Net operating revenues . . . . .	\$62,513.11
Taxes accrued . . . . .	87,765.77

Operating loss . . . . .	\$25,252.66
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Other income:

Joint facilities . . . . .	\$293.00
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Total other income . . . . .	293.00
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Gross corporate loss . . . . .	\$24,959.66
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\*Equipment furnished by lessee.

Deductions from gross corporate income:	
Hire of equipment (balance) . . . . .	\$73,113.86
Interest accrued on funded debt . . . . .	206,280.00
Total deductions . . . . .	\$279,393.86
Net corporate loss . . . . .	\$304,353.52
Disposition of net corporate income:	
Dividends declared—	
On common stock—6% . . . . .	329,040.00
To debit of profit and loss . . . . .	\$633,393.52

### Profit and Loss Account.

DR.	
Balance for year, from income account . . . . .	\$633,393.52
CR.	
Paid by Grand Trunk Railway Co., of Canada . . . . .	\$633,393.52

### Operating Revenues—State of New Hampshire.

Revenue from transportation:	
Freight revenue . . . . .	\$323,436.17
Passenger revenue . . . . .	\$82,440.18
Excess baggage revenue . . . . .	890.79
Parlor and chair car revenue . . . . .	532.69
Mail revenue . . . . .	7,618.92
Express revenue . . . . .	5,858.54
Milk revenue (on passenger trains) . . . . .	900.60
Total passenger service train revenue . . . . .	98,241.72
Switching revenue . . . . .	361.96
Special service train revenue . . . . .	153.00
Miscellaneous transportation revenue . . . . .	5.00
Total revenue from transportation . . . . .	\$422,197.85
Revenue from operations other than transportation:	
Station and train privileges . . . . .	\$191.22
Storage—freight . . . . .	28.47
Storage—baggage . . . . .	75.10
Car service . . . . .	4,115.00

Rents of buildings and other property . . . . .	\$524.22	
Total revenue from operations other than transportation . . . . .		\$4,934.01
Total operating revenues—state . . . . .		\$427,131.86
Total operating revenues—entire line . . . . .		\$1,540,809.93

### Operating Expenses—Entire Line.

Maintenance of ways and structures:		
Superintendence . . . . .	\$6,040.56	
Ballast . . . . .	214.24	
Ties . . . . .	48,899.65	
Rails . . . . .	11,798.31	
Other track material . . . . .	17,854.88	
Roadway and track . . . . .	89,373.38	
Removal of snow, sand and ice . . . . .	11,647.96	
Bridges, trestles, and culverts . . . . .	50,896.05	
Over and under grade crossings . . . . .	12,139.36	
Grade crossings, fences, cattle guards, and signs . . . . .	5,564.88	
Snow and sand fences and snowsheds . . . . .	456.37	
Signals and interlocking plants . . . . .	1,570.60	
Telegraph and telephone lines . . . . .	753.70	
Buildings, fixtures, and grounds . . . . .	49,348.50	
Docks and wharves . . . . .	33,919.11	
Roadway tools and supplies . . . . .	3,189.79	
Injuries to persons . . . . .	2,527.34	
Stationery and printing . . . . .	97.52	
Maintaining joint tracks, yards, and other facilities—Dr. . . . .	137.37	
Maintaining joint tracks, yards, and other facilities—Cr. . . . .	<i>116.37</i>	
Total—maintenance of way and structures . . . . .	\$346,319.20	
Maintenance of equipment:		
Superintendence . . . . .	\$5,014.80	
Steam locomotives—repairs . . . . .	78,134.66	
Passenger-train cars—repairs . . . . .	26,763.77	
Freight-train cars—repairs . . . . .	127,460.77	
Work equipment—repairs . . . . .	4,020.12	
Shop machinery and tools . . . . .	6,368.75	
Injuries to persons . . . . .	152.82	
Stationery and printing . . . . .	430.45	
Other expenses . . . . .	<i>39.41</i>	
Total—maintenance of equipment . . . . .	\$248,306.73	

Figures in italics indicate credits.

<b>Traffic expenses:</b>		
Superintendence . . . . .		\$8,707.15
Outside agencies . . . . .		27,185.43
Advertising . . . . .		9,155.25
Traffic associations . . . . .		1,723.91
Fast freight lines . . . . .		1,750.51
Stationery and printing . . . . .		3,793.74
Other expenses . . . . .		5.44
Total—traffic expenses . . . . .		\$52,321.43
<b>Transportation expenses:</b>		
Superintendence . . . . .		\$12,778.38
Dispatching trains . . . . .		6,404.70
Station employees . . . . .		142,510.48
Weighing and car-service associations . . . . .		401.81
Coal and ore docks . . . . .		16,582.05
Station supplies and expenses . . . . .		16,585.60
Yardmasters and their clerks . . . . .		6,558.23
Yard conductors and brakemen . . . . .		31,885.14
Yard switch and signal tenders . . . . .		3,329.37
Yard supplies and expenses . . . . .		2,021.35
Yard enginemen . . . . .		24,301.46
Enginehouse expenses—yard . . . . .		3,562.75
Fuel for yard locomotives . . . . .		34,891.84
Water for yard locomotives . . . . .		959.64
Lubricants for yard locomotives . . . . .		653.23
Other supplies for yard locomotives . . . . .		577.52
Operating joint yards and terminals—Dr. . . . .		133.63
Operating joint yards and terminals—Cr. . . . .		364.28
Road enginemen . . . . .		77,522.39
Enginehouse expenses—road . . . . .		11,502.09
Fuel for road locomotives . . . . .		244,323.96
Water for road locomotives . . . . .		10,089.99
Lubricants for road locomotives . . . . .		2,172.62
Other supplies for road locomotives . . . . .		2,459.19
Road trainmen . . . . .		80,924.98
Train supplies and expenses . . . . .		14,554.58
Interlockers and block and other signals— operation . . . . .		93.85
Crossing flagmen and gatemen . . . . .		2,418.93
Drawbridge operation . . . . .		1,083.18
Clearing wrecks . . . . .		4,419.06
Telegraph and telephone—operation . . . . .		390.10
Stationery and printing . . . . .		6,317.85
Other expenses . . . . .		773.30
Loss and damage—freight . . . . .		3,576.42
Loss and damage—baggage . . . . .		17.76
Damage to property . . . . .		7,347.13
Damage to stock on right of way . . . . .		1,184.37
Injuries to persons . . . . .		12,781.49
Operating joint tracks and facilities—Dr. . . . .		287.03
Operating joint tracks and facilities—Cr. . . . .		527.46
Total —transportation expenses . . . . .		\$787,485.71
Figures in italics indicate credits.		



<b>General expenses:</b>	
Salaries and expenses of general officers . . . . .	\$9,845.76
Salaries and expenses of clerks and attendants . . . . .	13,018.19
General office supplies and expenses . . . . .	2,203.47
Law expenses . . . . .	2,886.93
Insurance . . . . .	5,239.04
Relief department expenses . . . . .	564.27
Pensions . . . . .	4,812.40
Stationery and printing . . . . .	1,905.32
Other expenses . . . . .	3,388.37
<b>Total—general expenses . . . . .</b>	<b>\$43,863.75</b>
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures . . . . .	\$346,319.20
Maintenance of equipment . . . . .	248,306.73
Traffic expenses . . . . .	52,321.43
Transportation expenses . . . . .	787,485.71
General expenses . . . . .	43,863.75
<b>Total operating expenses . . . . .</b>	<b>\$1,478,296.82</b>
Ratio of operating expenses to operating revenues, 95.94%.	
<b>Operating expenses—State of New Hampshire:</b>	
Maintenance of way and structures . . . . .	\$108,155.49
Maintenance of equipment . . . . .	77,546.19
Traffic expenses . . . . .	16,339.98
Transportation expenses . . . . .	245,931.77
General expenses . . . . .	13,698.65
<b>Total operating expenses . . . . .</b>	<b>\$461,672.08</b>
Ratio of operating expenses to operating revenues, 108.09%.	
<b>Rents Receivable.</b>	
<b>Joint yards and terminals:</b>	
Interest on value of track scales and siding, and interest on one-half value of station, at Groveton, N. H., Boston & Maine R. R. lessee . . . . .	\$293.00

## Taxes and Assessments.

STATE.	AD VALOREM TAX.	SPECIFIC TAX.		Internal revenue, U. S. Government.	Total.
		On stocks, bonds, loans, etc.	On gross or net earnings, rev- enue, or divi- dends.		
Maine .....	\$23,140.52	.....	\$43,570.24	.....	\$66,710.76
New Hampshire .....	10,178.01	.....	.....	.....	10,178.01
Vermont .....	68.57	\$100.00	9,515.25	.....	9,683.82
U. S. Government...	.....	.....	.....	\$1,193.18	1,193.18
Total .....	\$33,387.10	\$100.00	\$53,085.49	\$1,193.18	\$87,765.77

## Comparative General Balance Sheet.

June 30, 1911		June 30, 1912
Amount.		Amount.
	<i>Assets.</i>	
	Property investment:	
\$8,922,000.00	Road . . . . .	\$8,922,000.00
\$8,922,000.00	Total . . . . .	\$8,922,000.00
	<i>Liabilities.</i>	
	Capital stock:	
\$5,484,000.00	Common stock, not held by Company . . . . .	\$5,484,000.00
	Mortgage, bonded, and secured debt:	
438,000.00	Plain bonds, debentures, and notes, not held by Company	438,000.00
	Working liabilities:	
3,000,000.00	Matured mortgage, bonded, and secured debt unpaid	3,000,000.00
\$8,922,000.00	Total . . . . .	\$8,922,000.00

## Employees and Salaries—State of New Hampshire.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	1	150	\$2,914.14	\$19.43
Other officers .....	7	876	4,718.39	5.29
General office clerks.....	12	4,513	7,045.93	1.56
Station agents .....	10	3,650	7,567.08	2.07
Other station men.....	20	6,780	10,824.48	1.60
Enginemen .....	13	3,293	17,370.35	5.27
Firemen .....	13	3,293	10,782.57	3.27
Conductors .....	30	3,045	11,171.12	3.67
Other trainmen .....	62	6,090	14,894.84	2.45
Machinists .....	1	411	\$23.00	2.00
Carpenters .....	6	1,872	3,744.00	2.00
Section foremen .....	12	4,380	7,920.00	1.81
Other trackmen .....	40	12,419	19,001.07	1.53
Switch tenders, crossing tenders, and watchmen....	8	2,750	5,087.21	1.85
Telegraph operators and dis- patchers .....	12	3,377	7,110.86	2.10
All other employees and la- borers .....	23	7,202	12,491.88	1.73
Total (including general officers) .....	270	64,101	\$143,466.92	\$2.24
Less general officers.	1	150	2,914.14	....
Total (excluding general officers) .....	269	63,951	\$140,552.78	\$2.20
Distribution of above:				
Maintenance of way and structures .....	62	20,085	\$33,763.18	\$1.68
Maintenance of equipment.	7	2,365	4,335.62	1.83
Traffic expenses .....	7	1,856	4,763.58	2.57
Transportation expenses..	188	37,099	94,858.93	2.56
General expenses .....	6	2,696	5,745.61	2.13
Total (including general officers) .....	270	64,101	\$143,466.92	\$2.24
Less general officers.	1	150	2,914.14	....
Total (excluding general officers) .....	269	63,951	\$140,552.78	\$2.20
Total (including general officers)—entire line.....	1,036	358,642	\$785,662.85	\$2.19

# Traffic and Mileage Statistics—Entire Line.

## Passenger traffic:

Number of passengers carried earning revenue . . . . .	405,178
Number of passengers carried one mile . . . . .	16,241,544
Number of passengers carried one mile per mile of road . . . . .	97,418
Average distance carried, miles . . . . .	40.085
Total passenger revenue . . . . .	\$318,528.22
Average amount received from each passenger . . . . .	.78614
Average receipts per passenger per mile . . . . .	.01961
Total passenger service train revenue . . . . .	397,841.09
Passenger service train revenue per mile of road . . . . .	2,386.28
Passenger service train revenue per train-mile . . . . .	1.03212

## Freight traffic:

Number of tons carried of freight earning revenue . . . . .	1,809,519
Number of tons carried one mile . . . . .	171,139,479
Number of tons carried one mile per mile of road . . . . .	1,026,508
Average distance haul of one ton, miles . . . . .	94.577
Total freight revenue . . . . .	\$1,076,636.11
Average amount received for each ton of freight . . . . .	.59498
Average receipts per ton per mile . . . . .	.00629
Freight revenue per mile of road . . . . .	6,457.75
Freight revenue per train-mile . . . . .	2.10218

## Total traffic:

Operating revenues . . . . .	1,540,809.93
Operating revenues per mile of road . . . . .	9,241.90
Operating revenues per train-mile . . . . .	1.71613
Operating expenses . . . . .	1,478,296.82
Operating expenses per mile of road . . . . .	8,866.94
Operating expenses per train-mile . . . . .	1.64650
Net operating revenue . . . . .	62,513.11
Net operating revenue per mile of road . . . . .	374.96
Average number of passengers per car-mile . . . . .	11
Average number of passengers per train-mile . . . . .	42
Average number of passenger cars per train-mile . . . . .	5.46
Average number of tons of freight per loaded car-mile . . . . .	18.69
Average number of tons of freight per train-mile . . . . .	334.16
Average number of freight cars per train-mile . . . . .	25.73

Traffic and Mileage Statistics—Entire Line. —Concluded.	
Average number of loaded cars per train-mile . . . . .	17.88
Average number of empty cars per train-mile . . . . .	6.93
Average mileage operated during year, miles	166.72
Locomotive mileage:	
Revenue service—	
Freight locomotive-miles . . . . .	600,458
Passenger locomotive-miles . . . . .	395,130
Special locomotive-miles . . . . .	230
Switching locomotive-miles . . . . .	257,166
Total revenue locomotive mileage . . . . .	1,252,984
Nonrevenue service locomotive-miles . . . . .	23,598
Car mileage:	
Revenue service—	
Freight car-miles—	
Loaded . . . . .	9,155,539
Empty . . . . .	3,548,050
Caboose . . . . .	472,635
Total freight car-miles . . . . .	13,176,224
Passenger car-miles—	
Passenger . . . . .	1,000,209
Sleeping, parlor, and observation . . . . .	378,976
Other passenger-train cars . . . . .	724,688
Total passenger car-miles . . . . .	2,103,873
Special car-miles—	
Freight—loaded . . . . .	982
Caboose . . . . .	230
Passenger . . . . .	467
Sleeping, parlor, and observation . . . . .	128
Total special car-miles . . . . .	1,807
Total revenue car mileage . . . . .	15,281,904
Nonrevenue service car-miles . . . . .	198,645
Train mileage:	
Revenue service—	
Freight train-miles . . . . .	512,152
Passenger train-miles . . . . .	385,460
Special train-miles . . . . .	230
Total revenue train mileage . . . . .	897,842
Nonrevenue service train-miles . . . . .	23,598



### Traffic and Mileage Statistics—State of New Hampshire.

#### Passenger traffic:

Number of passengers carried earning revenue . . . . .	162,295
Number of passengers carried one mile . . . . .	4,099,950
Number of passengers carried one mile per mile of road . . . . .	78,754
Average distance carried, miles . . . . .	25.262
Total passenger revenue . . . . .	\$82,440.18
Average amount received from each passenger . . . . .	.50797
Average receipts per passenger per mile . . . . .	.02011
Total passenger service train revenue . . . . .	98,241.72
Passenger service train revenue per mile of road . . . . .	1,887.09
Passenger service train revenue per train-mile . . . . .	.82548

#### Freight traffic:

Number of tons carried of freight earning revenue . . . . .	1,548,007
Number of tons carried one mile . . . . .	57,734,591
Number of tons carried one mile per mile of road . . . . .	1,109,001
Average distance haul of one ton, miles . . . . .	37.296
Total freight revenue . . . . .	\$323,436.17
Average amount received for each ton of freight . . . . .	.20894
Average receipts per ton per mile . . . . .	.00560
Freight revenue per mile of road . . . . .	6,212.76
Freight revenue per train-mile . . . . .	1.98623

#### Total traffic:

Operating revenues . . . . .	427,131.86
Operating revenues per mile of road . . . . .	8,204.61
Operating revenues per train-mile . . . . .	1.51448
Operating expenses . . . . .	461,672.08
Operating expenses per mile of road . . . . .	8,868.08
Operating expenses per train-mile . . . . .	1.63695
Net operating deficit . . . . .	34,540.22
Net operating deficit per mile of road . . . . .	663.47
Average number of passengers per car-mile . . . . .	9
Average number of passengers per train-mile . . . . .	34
Average number of passenger cars per train-mile . . . . .	5.57
Average number of tons of freight per loaded car-mile . . . . .	19.94
Average number of tons of freight per train-mile . . . . .	354.55
Average number of freight cars per train-mile . . . . .	25.83

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**Traffic and Mileage Statistics—State of New Hampshire.—Concluded.**

Average number of loaded cars per train-mile . . . . .	17.78
Average number of empty cars per train-mile . . . . .	7.20
Average mileage operated during year, miles	52.06
<b>Locomotive mileage:</b>	
Revenue service—	
Freight locomotive-miles . . . . .	197,577
Passenger locomotive-miles . . . . .	120,387
Special locomotive-miles . . . . .	52
Switching locomotive-miles . . . . .	54,017
Total revenue locomotive mileage . . . . .	372,333
Nonrevenue service locomotive-miles . . . . .	4,043
<b>Car mileage:</b>	
Revenue service—	
Freight car-miles—	
Loaded . . . . .	2,894,979
Empty . . . . .	1,172,494
Caboose . . . . .	139,318
Total freight car-miles . . . . .	4,206,791
Passenger car-miles—	
Passenger . . . . .	316,276
Sleeping, parlor, and observation . . . . .	119,512
Other passenger-train cars . . . . .	227,489
Total passenger car-miles . . . . .	663,277
Special car-miles—	
Freight—loaded . . . . .	312
Caboose . . . . .	52
Passenger . . . . .	156
Total special car-miles . . . . .	520
Total revenue car mileage . . . . .	4,870,588
Nonrevenue service car-miles . . . . .	64,763
<b>Train mileage:</b>	
Revenue service—	
Freight train-miles . . . . .	162,839
Passenger train-miles . . . . .	119,141
Special train-miles . . . . .	52
Total revenue train mileage . . . . .	282,032
Nonrevenue service train-miles . . . . .	4,043

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## Freight Traffic Movement—State of New Hampshire.

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight rec'd from connecting roads and other carriers.	Whole Tons.	Per-cent.
Products of agriculture:				
Grain .....	406	296,643	297,049	19.19
Flour .....	23	24,808	24,831	1.60
Other mill products.....	131	12,541	12,672	.82
Hay .....	1,273	7,382	8,655	.56
Tobacco .....		201	201	.01
Cotton .....		2,335	2,335	.16
Fruit and vegetables.....	108	15,730	15,838	1.02
Other products of agriculture .....	347	2,344	2,691	.17
Total .....	2,288	361,984	364,272	23.53
Products of animals:				
Live stock .....	257	4,470	4,727	.31
Dressed meats .....		22,624	22,624	1.46
Other packinghouse products .....	2	29,028	29,030	1.88
Poultry, game, and fish....		407	407	.03
Wool .....		762	762	.05
Hides and leather.....		3,473	3,473	.22
Other products of animals	15	2,068	2,083	.13
Total .....	274	62,832	63,106	4.08
Products of mines:				
Anthracite coal .....	54	14,863	14,917	.96
Bituminous coal .....		116,778	116,778	7.54
Coke .....		10,349	10,349	.67
Ores .....		19,722	19,722	1.28
Stone, sand, and other like articles .....	20	17,386	17,406	1.13
Other products of mines...	1	11,196	11,197	.72
Total .....	75	190,294	190,369	12.30
Products of forests:				
Lumber .....	19,129	37,232	56,361	3.64
Other products of forests..	18,959	340,763	359,722	23.24
Total .....	38,088	377,995	416,083	26.88

Freight Traffic Movement—State of New Hampshire—*Concluded.*

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight rec'd from connecting roads and other carriers.	Whole Tons.	Per-cent.
Manufactures:				
Petroleum and other oils.....		2,195	2,195	.14
Sugar .....		16,721	16,721	1.08
Iron, pig and bloom.....	50	2,794	2,844	.18
Iron and steel rails.....		4,113	4,113	.27
Other castings and machinery .....	60	2,448	2,508	.16
Bar and sheet metal .....		8,713	8,713	.56
Cement, brick, and lime... 76		8,024	8,100	.53
Agricultural implements... ..		1,172	1,172	.08
Wagons, carriages, tools, etc. ....		527	527	.03
Wines, liquors and beers... ..		1,470	1,470	.09
Household goods and furniture .....	145	545	690	.05
Other manufactures .....	152,201	227,085	379,286	24.50
Total .....	152,532	275,807	428,339	27.67
Merchandise .....	2,171	9,123	11,294	.73
Miscellaneous .....	2,197	72,347	74,544	4.81
Total tonnage—state.....	197,625	1,350,382	1,548,007	100.00
Total tonnage—entire line..	562,647	1,246,872	1,809,519	100.00

## Description of Equipment—Entire Line.

Equipment furnished by lessee.

### Mileage—Entire Line.

#### Mileage of Road Operated.

LINE IN USE.	Main line owned.	Line operated under lease.	Total mileage operated	New line constructed during the year.	Steel rails.
Miles of single track .....	165.22	1.50	166.72	...	166.72
Miles of yard track and sidings .....	87.53	....	87.53	.51	87.53
Total mileage operated (all tracks)	252.75	1.50	254.25	.51	254.25

#### Mileage of Line Operated.

STATE.	Main line owned.	Line operated under lease.	Total mileage operated	Steel rails.
Maine .....	82.60	1.50	84.10	84.10
New Hampshire .....	52.06	....	52.06	52.06
Vermont .....	30.56	....	30.56	30.56
Total mileage operated (single track) .....	165.22	1.50	166.72	166.72

### Mileage of Line Owned.

STATE.	Main line owned.	Total mileage owned.	Steel rails.
Maine .....	82.60	82.60	82.60
New Hampshire .....	52.06	52.06	52.06
Vermont .....	30.56	30.56	30.56
Total mileage owned (single track) .....	165.22	165.22	165.22

### Mileage—State of New Hampshire.

### Mileage of Road Operated.

LINE IN USE.	Main line owned.	Total mileage operated.	New line con- structed during the year.	Steel rails.
Miles of single track.....	52.06	52.06	...	52.06
Miles of yard track and sidings .....	20.53	20.53	.36	20.53
Total mileage operated (all tracks) .....	72.59	72.59	.36	72.59

### Mileage of Line Operated.

STATE.	Main line owned.	Total mileage operated.	Steel rails.
New Hampshire (single track)....	52.06	52.06	52.06



### Mileage of Line Owned.

STATE.	Main line owned.	Total mileage owned.	Steel rails.
New Hampshire (single track)....	52.06	52.06	52.06

### Renewals of Rails and Ties—State of New Hampshire.

New rails laid during year:		
Iron . . . . .		none
Steel, tons . . . . .		2.453
Weight per yard, pounds . . . . .		80
Average price per ton at distributing point . . . . .		\$30.50

KIND.	Number.	Average price at distributing point.
New ties laid during year:		
Cedar . . . . .	12,196	\$0.43
Cedar cull . . . . .	244	.27
Pine . . . . .	8,589	.65
Pine cull . . . . .	1,682	.30
Switch sets (2) . . . . .	110	1.37
Switch pes. . . . .	2	1.37
Total . . . . .	22,823	\$0.506

## Consumption of Fuel by Locomotives—State of New Hampshire.

LOCOMOTIVES.	Bitumi- nous coal —tons.	Soft wood— cords.	Total fuel con- sumed— tons.	Miles run.	Average lbs. con- sumed per mile.
Revenue service:					
Freight .....	18,449	74	18,486	197,877	186.84
Passenger ....	5,836	23	5,847	120,387	97.14
Special .....	3	..	3	52	115.38
Switching .....	2,785	11	2,791	54,017	103.34
Nonrevenue ser- vice .....	191	1	191	4,043	94.48
Total .....	27,264	109	27,318	376,376	145.16
Average cost at distributing point .....	\$2.80	\$1.40			

## Characteristics of Road—State of New Hampshire.

Working divisions or branches:	
From boundary line, New Hampshire and Ver- mont, to boundary line, New Hampshire and Maine, miles . . . . .	52.06
Alignment:	
Number of curves . . . . .	89
Aggregate length of curved line, miles . . .	22.56
Length of straight line, miles . . . . .	29.50
Profile:	
Length of level line, miles . . . . .	11.68
Ascending grades—	
Number . . . . .	32
Sum of ascents, feet . . . . .	342.6
Aggregate length of ascending grades, miles	14.19
Descending grades—	
Number . . . . .	50
Sum of descents, feet . . . . .	563
Aggregate length of descending grades, miles . . . . .	26.18
Gage of track, 4 feet, 8½ inches, miles . .	52.06

TABLE A.

## Accidents to Persons—State of New Hampshire.

KIND OF ACCIDENT.	Railway employees— Trainmen.		Other persons trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or uncoupling.	..	..	..	..	..	..
Collisions .....	..	..	..	..	..	..
Derailments .....	..	..	..	..	..	..
Parting of trains.....	..	..	..	..	..	..
Locomotives or cars breaking down .....	..	1	..	..	..	1
Falling from trains, loco- motives, or cars.....	..	..	..	..	..	..
Jumping on or off trains, locomotives, or cars...	..	1	..	..	..	1
Struck by trains, locomo- tives, or cars—						
at highway crossings.	..	..	2	..	2	..
at stations .....	..	..	..	..	..	..
at other points along track .....	..	..	1	1	1	1
Overhead obstruction....	..	1	..	..	..	1
Other causes .....	..	..	..	..	..	..
Total .....	..	3	3	1	3	4

# REPORT

## OF THE

### BOSTON & MAINE RAILROAD

YEAR ENDING JUNE 30, 1912.

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#### History.

Exact name of common carrier making this report: Boston and Maine Railroad.

Date of organization: June, 1835.

Under laws of what government, state, or territory organized? Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

Not a reorganized company.

If a consolidated company, name the constituent companies: Boston and Portland Railroad of Massachusetts; Boston and Maine Railroad of New Hampshire; Maine, New Hampshire and Massachusetts Railroad of Maine.

Date and authority for each consolidation:

#### COMMONWEALTH OF MASSACHUSETTS.

1833. Chap. 109. An Act to incorporate the Andover & Wilmington Railroad from Andover to Wilmington with a capital stock of one thousand shares, the road to be located before June 1st, 1834. (See B. & L. R. R. v. B. & M. R. R., 5 Cush. 375.)
1834. Chap. 175. Time of location extended.
1835. Chap. 134. Capital stock increased. Time for construction extended to January 1, 1838, and permission given to alter the route.
1837. Chap. 113. An Act authorizing the building of a branch from Bradford to the state line of New Hampshire, increasing the capital stock not exceeding one thousand shares and to change the name to Andover & Haverhill Railroad Corporation.
1837. Chap. 188. An Act to aid the construction of the Andover & Haverhill Railroad.
1839. Chap. 62. An Act to increase the capital stock by \$150,000 and to change the name to Boston & Portland Railroad Corporation.
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1839. Chap. 145. An Act to aid the completion of the Boston & Portland R. R.
1841. Chap. 56. An Act to constitute the stockholders of the Boston & Portland Railroad Corporation stockholders of the Boston & Maine Railroad Company of New Hampshire and authorizing the union of said companies under the name of the Boston & Maine Railroad Company.
1843. Chap. 90. The Boston & Maine Railroads of New Hampshire and Massachusetts having been united, the united corporation is authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation of Maine under the name of the Boston & Maine Railroad.
1844. Chap. 83. An Act to incorporate the Georgetown Branch Railroad.
1844. Chap. 116. An Act to establish the Salisbury & East Kingston R. R.
1844. Chap. 172. An Act to incorporate the Boston & Maine Railroad Extension Company from the Boston & Maine Railroad in Wilmington through Reading, Stoneham, Malden, Somerville or Charlestown to Haymarket Square, Boston, and to authorize the Boston & Maine Railroad to subscribe for the stock of the Extension Company and to increase its own stock therefor. (See Commonwealth v. B. & M. R. R., 3 Cush. 25, and Davidson v. B. & M. R. R., 3 Cush. 91.)
1845. Chap. 139. An Act to unite the Boston & Maine Railroad and the Boston & Maine Railroad Extension Company under the name of the Boston & Maine Railroad.
1846. Chap. 75. An Act authorizing the relocation of the Boston & Maine Railroad in Andover and the discontinuance of a portion of the original road and to increase its capital stock. Also to build the Methuen Branch. (See Hazen v. B. & M. R. R., 29 Gray 574.)
1846. Chap. 79. An Act to incorporate the Essex Railroad Company.
1846. Chap. 157. An Act to establish the Lowell & Andover Railroad.
1846. Chap. 212. An Act to incorporate the Chelsea Branch Railroad.
1847. Chap. 70. An Act to authorize the Boston & Maine R. R. and the Eastern R. R. to contract with the Portland, Saco & Portsmouth R. R.
1847. Chap. 200. An Act to authorize the Fitchburg R. R. to extend their road to Boston.
1847. Chap. 238. An Act to incorporate the Stoneham Branch R. R..
1848. Chap. 204. An Act to establish the South Reading Branch Railroad.
1848. Chap. 207. An Act to establish the Salisbury & East Kingston R. R.
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- 1848. Chap. 231. An Act to incorporate the Saugus Branch Railroad.
  - 1848. Chap. 263. An Act in addition to an act to incorporate the Essex Railroad Company.
  - 1848. Chap. 292. An Act affecting the location in Somerville and Boston.
  - 1848. Chap. 322. An Act to alter the location of the Methuen Branch as to meet the Manchester & Lawrence Railroad at the New Hampshire line.
  - 1849. Chap. 7. An Act concerning the Essex Railroad Company.
  - 1849. Chap. 226. An Act to increase the capital stock by an amount not exceeding \$600,000.
  - 1850. Chap. 115. An Act in addition to an act to incorporate the Saugus Branch Railroad.
  - 1850. Chap. 240. An Act to incorporate the Wilmington Branch R. R.
  - 1851. Chap. 139. An Act authorizing the purchase of the Stoneham Branch Railroad and an increase of capital stock therefor.
  - 1852. Chap. 32. An Act to incorporate the Danvers Railroad Company.
  - 1852. Chap. 118. An Act in relation to the Boston & Maine R. R. and the Salem & Lowell Railroad.
  - 1852. Chap. 167. An Act concerning the Danvers & Georgetown R. R.
  - 1852. Chap. 305. An Act concerning the Eastern and South Reading Branch Railroad.
  - 1853. Chap. 64. An Act in addition to several acts respecting the Boston & Maine Railroad.
  - 1853. Chap. 276. An Act concerning the Newburyport, Danvers & Georgetown, and Danvers Railroad.
  - 1853. Chap. 415. An Act to incorporate the Mystic River Railroad.
  - 1854. Chap. 31. An Act in addition to the above.
  - 1854. Chap. 310. An Act in addition to act to incorporate the Saugus Branch Railroad.
  - 1854. Chap. 336. An Act concerning the Stoneham Branch Railroad.
  - 1855. Chap. 42. An Act authorizing the purchase of the franchises and the property of the Danvers Railroad.
  - 1855. Chap. 141. An Act authorizing the Boston & Maine Railroad to amend and refile its location.
  - 1855. Chap. 371. An Act to permit the widening of the bridge across Charles River within certain limits.
  - 1855. Chap. 375. An Act to authorize the Eastern Railroad to widen bridges across Charles and Millers Rivers.
  - 1855. Chap. 386. An Act to establish an independent line of railroad communication between Boston and Lowell. (See Boston & Lowell R. R. v. Salem & Lowell R. R., 2 Gray 1.)
  - 1857. Chap. 263. An Act covering the Danvers Railroad and Boston & Maine Railroad.
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- 1859. Chap. 115. An Act in relation to the Boston & Maine Railroad pile structure in Millers River.
  - 1860. Chap. 63. An Act concerning the Danvers Railroad Company.
  - 1861. Chap. 15. An Act to incorporate the Charlestown Freight Railroad Company.
  - 1861. Chap. 176. An Act authorizing the purchase of certain flats and the widening of the Charles River Bridge.
  - 1864. Chap. 54. An Act relating to Mystic River Railroad.
  - 1866. Chap. 102. An Act in regard to the lease of the South Reading Branch Railroad.
  - 1867. Chap. 127. An Act to authorize the Boston & Maine R. R. to change its passenger depot in Lawrence.
  - 1867. Chap. 170. An Act to authorize the subscription for stock in the marginal Freight Railroad Company.
  - 1868. Chap. 17. An Act to re-locate in North Andover and Bradford and to increase its capital stock to \$5,000,000.
  - 1868. Chap. 118. An Act concerning the crossing of the Eastern Railroad and the Boston & Maine Railroad at Lawrence.
  - 1868. Chap. 188. An Act to incorporate the West Amesbury Branch Railroad.
  - 1869. Chap. 25. An Act in further addition to an act relating to the Mystic River Corporation.
  - 1869. Chap. 343. An Act concerning the bridges over the Charles River.
  - 1869. Chap. 362. An Act concerning the same.
  - 1869. Chap. 398. An Act concerning the purchase of the Newburyport City Railroad.
  - 1869. Chap. 401. An Act to authorize a change in location of the West Amesbury Branch Railroad.
  - 1870. Chap. 9. An Act to authorize the Boston & Lowell Railroad to cross the Boston & Maine Railroads at grade in Somerville.
  - 1870. Chap. 301. An Act concerning terminal facilities in Boston and the draws across Charles and Millers Rivers.
  - 1870. Chap. 401. An Act amending the preceding act.
  - 1871. Chap. 184. An Act to authorize the Massachusetts Central Railroad to extend its road.
  - 1872. Chap. 356. An Act authorizing the Eastern Railroad to take certain land on Causeway St., in Boston occupied by the Boston & Maine Railroad.
  - 1873. Chap. 79. An Act to authorize the Boston & Maine Railroad to construct wharf in Somerville.
  - 1875. Chap. 357. An Act to provide for the discontinuance of the grade crossing of railroads in Somerville, Charlestown and Boston.
  - 1876. Chap. 7. An Act to authorize the purchase of the West Amesbury Branch Railroad.
  - 1876. Chap. 124. An Act to authorize the purchase of the Newburyport Railroad.
  - 1876. Chap. 126. An Act to authorize the purchase of the Danvers Road.
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1878. Chap. 245. An Act in relation to the crossing of the track of the Boston & Maine Railroad by Lowell & Lawrence Railroad at South Lawrence.
1880. Chap. 205. An Act authorizing the Boston & Maine Railroad and the Eastern Railroad to make a contract of lease. (See *Phillips v. Eastern R. R.*, 138 Mass. 122.)
1881. Chap. 265. An Act in relation to bridge of Boston & Maine R. R. over Merrimack River, Haverhill.
1885. Chap. 259. An Act in addition to act to authorize Eastern R. R. to issue preferred stock in exchange for certificates of indebtedness.
1886. Chap. 96. An Act to authorize and confirm lease of Worcester, Nashua & Rochester Railroad to Boston & Maine R. R.
1886. Chap. 292. An Act to provide for a railroad union passenger station in Boston.
1887. Chap. 302. An Act in amendment of the preceding act.
1887. Chap. 410. An Act to further provide for a union railroad passenger station in Boston.
1888. Chap. 250. An Act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad, the Eastern Railroad in New Hampshire, and the Portsmouth, Great Falls & Conway Railroad, and to increase its capital stock therefor.
1890. Chap. 23. An Act to authorize the Boston & Maine Railroad to accept an assignment of a lease of the Northern Railroad to the Boston & Lowell Railroad Corporation.
1890. Chap. 61. An Act to authorize the Worcester, Nashua & Rochester Railroad Company to issue bonds to fund its floating debt.
1890. Chap. 185. An Act to amend an act entitled an act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad Company and the Eastern Railroad in New Hampshire and the Portsmouth, Great Falls & Conway Railroad.
1890. Chap. 407. An Act to authorize the Boston & Maine Railroad to guarantee the bonds of the St. Johnsbury & Lake Champlain Railroad Company.
1891. Chap. 207. An Act to authorize the Boston & Lowell Railroad Corporation to increase its capital stock.
1891. Chap. 240. An Act in addition to an act relating to the Mystic River Corporation.
1891. Chap. 308. An Act to authorize the Boston & Maine Railroad to acquire by purchase the road, franchise and property of certain railroad corporations.
1892. Chap. 383. An Act to authorize the Central Massachusetts Railroad to issue bonds.
1892. Chap. 392. An Act relating to shares of the Boston & Maine Railroad subject to the lien of a certain mortgage of the Eastern R. R. Co.
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1895. Chap. 145. An act to require the Boston & Maine Railroad to discontinue the running of certain trains in the city of Lowell.
1897. Chap. 238. An Act confirming the locations of the Boston & Maine Railroad and the Boston, Revere Beach & Lynn Railroad Company in the town of Revere.
1898. Chap. 194. An Act to authorize the Boston & Maine Railroad to purchase and hold the shares of the capital stock of any railroad corporation whose road is leased to or operated by it or of which it owns a majority of the capital stock.
1899. Chap. 390. An Act relative to crossings of railroads and public ways in East Boston.
1900. Chap. 410. An Act to provide better access for boats to Manchester Harbor, under the tracks of the Boston & Maine Railroad.
1900. Chap. 424. An Act to authorize the sale of the Central Massachusetts Railroad to the Boston & Maine Railroad.
1900. Chap. 426. An Act to ratify and confirm the contract of lease between the Boston & Maine Railroad and Fitchburg Railroad Company.
1900. Chap. 462. An Act relative to the crossings of railroads and public ways in East Boston.
1901. Chap. 223. An Act relative to the Boston & Maine Railroad bonds forming part of the Fitchburg Railroad Loan Sinking Fund.
1901. Chap. 466. An Act relative to the maintenance of Willow and Union Streets in the town of Hamilton.
1902. Chap. 168. An Act to repeal an act to provide better access for boats to Manchester Harbor under the tracks of the Boston & Maine Railroad.
1902. Chap. 212. An Act relative to the taxation of the Central Massachusetts Railroad Company.
1902. Chap. 508. An Act relative to the union passenger station and to the abolition of certain grade crossings in the city of Worcester.
1903. Chap. 104. An Act to authorize the Connecticut River Railroad Company to acquire stock of the Vermont Valley Railroad.
1903. Chap. 115. An Act relative to the union passenger station in the city of Worcester.
1903. Chap. 144. An Act relative to the crossings of railroads and public ways in East Boston.
1905. Chap. 343. An Act to revive and continue the corporate authority of the Lowell, Acton & Maynard Street Railway Company.
1905. Chap. 385. An Act to provide for the abolition of certain grade crossings and for other railroad improvements in the city of Lowell.
1905. Chap. 422. An Act to provide for a new union passenger station in connection with the abolition of certain grade crossings in the city of Worcester.
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- 1906. Chap. 233. An Act relative to grade crossings at Clinton.
  - 1906. Chap. 391. An Act permitting connection with the New England Gas & Coke Company.
  - 1906. Chap. 419. An Act permitting purchase of Conway Electric Street Railway Company by Fitchburg Railroad Company.
  - 1906. Chap. 486. An Act relative to bridge over Merrimaek River at Lawrence.
  - 1906. Chap. 551. An Act permitting re-location at Springfield in connection with the park system.
  - 1907. Chap. 263. An Act to incorporate the Nashua & Acton R. R.
  - 1909. Chap. 47. An Act relative to the Mystic Avenue Bridge, Somerville.
  - 1909. Chap. 307. An Act relative to crossing at Lowell St., Somerville.
  - 1909. Chap. 327. An Act relative to the separation of grades at Lynn.
  - 1909. Chap. 435. An Act relative to pensions.
  - 1909. Chap. 447. An Act authorizing the Nashua & Acton Railroad to purchase property and franchises of the Nashua, Acton & Boston R. R. This act is an amendment to Chap. 263, Acts of 1907.
  - 1909. Chap. 519. An Act granting permission to the Boston R. R. Holding Company to purchase stock of the Boston & Maine Railroad.
  - 1910. Chap. 254. An Act authorizing the City of Haverhill to lay out and construct a footway between Haverhill and Bradford.
  - 1910. Chap. 639. An Act relating to the issuance of preferred stock by the Boston Railroad Holding Company.
  - 1911. Chap. 139. An Act relating to the widening of Mt. Auburn St. Bridge, Cambridge, Mass.
  - 1911. Chap. 465. An Act authorizing the purchase of electricity for operating trains in Hoosac Tunnel.
  - 1911. Chap. 496. An Act relating to the separation of grades at Winchester, Mass.
  - 1912. Chap. 492. An Act relating to the abolition of grade crossings in Lynn, Mass.
  - 1912. Chap. 529. An Act relating to the abolition of grade crossings in Charlestown, Mass.
  - 1912. Chap. 698. An Act providing for the location of the East Boston Terminal R. R. Co. property along the location of the Boston & Maine R. R.
  - 1912. Chap. 727. An Act authorizing the Connecticut River Railroad Co., to acquire the property, rights and franchises of the Vermont Valley Railroad of Vermont, and of the Sullivan County Railroad of New Hampshire.
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For further acts concerning the Boston & Maine Railroad see Acts of 1846, chap. 229; 1847, chap. 278; 1848, chap. 41, 224, 264; 1849, chap. 230; 1851, chap. 196, 236, 244; 1852, chap. 306; 1853,

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chap. 121; 1854, chap. 353; Resolve, chap. 82; 1857, chap. 124, Resolve, chap. 88; 1864, chap. 283; 1866, chap. 265, 278; 1868, chap. 178, 253; 1869, chap. 378; 1870, chap. 320; 1871, chap. 389; 1873, Resolve, chap. 30.

#### STATE OF NEW HAMPSHIRE.

1835. Chap. 14. An Act to incorporate the Boston & Maine Railroad with location from Haverhill, Mass., to the boundary line between New Hampshire and Maine. Capital stock, \$600,000.
1838. Chap. 32. An Act in addition to the preceding act, authorizing a change in the location between the Andover & Haverhill Railroad and the State of Maine.
1841. Chap. 6. An Act authorizing the union of the Boston & Portland Railroad, the Maine, New Hampshire & Massachusetts Railroad, Dover & Winnepesaukee Railroad and the Boston & Maine Railroad under the name of the Boston & Maine Railroad and making the stockholders of each railroad stockholders of the Boston & Maine Railroad and increasing the power and privileges of said united railroad.
1841. Chap. 290. The Boston & Maine Railroad of Maine, New Hampshire and Massachusetts, having united, this act authorized the Boston & Maine Railroad to unite with the Boston & Maine Railroad Extension Company.
1887. Chap. 304. An Act to authorize the Boston & Maine Railroad to purchase the franchises and property of the Eastern Railroad Company and the Eastern Railroad of New Hampshire; to purchase the stock, etc., of said railroads; to increase its capital stock therefor under certain limitations and to make certain exchanges of stock, etc.
1889. Chap. 5. An Act amending Chapter 100 of the Laws of 1883 and authorizing certain railroad corporations to form corporate unions and to make contracts of lease.
1889. Chap. 274. An Act authorizing, legalizing and confirming the contract between the Boston & Maine Railroad and the Bartlett & Albany Railroad and for other purposes.
1891. Chap. 4. An Act authorizing the Boston & Maine Railroad to increase its capital stock for certain purposes.
1895. Chap. 22. An Act to authorize a lease of the Peterborough Railroad to the Boston & Lowell Railroad Corporation and a transfer of the same to the Boston & Maine Railroad.
1905. Chap. 151. An Act to authorize the Concord & Montreal Railroad to secure the foreclosure of a mortgage of the Nashua, Acton & Boston Railroad, and purchase the mortgaged property at foreclosure sale.
1911. Chap. 337. An Act authorizing the extension of the Connecticut River Railroad.
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STATE OF MAINE.

1836. Chap. 179. An Act to establish the Maine, New Hampshire and Massachusetts Railroad Corporation, extending from Portland, Maine, to the state line of New Hampshire, there to connect with the railroad running through New Hampshire, the road to be completed on or before December 31st, 1846.
1839. Chap. 533. An additional Act to the above, extending the time for building the road to December 31st, 1850.
1841. Chap. 145. A further Act in addition to the above makes a change in the location and gives authority to connect with other roads.
1843. Chap. 108. An Act to unite the Maine, New Hampshire and Massachusetts Railroad Corporation with the Boston & Maine Railroad, constitutes the stockholders of the former road stockholders of the latter, a corporation already existing under the laws of New Hampshire and Massachusetts, and the two corporations are by this act made one corporation by the name of the Boston & Maine Railroad.
1844. Chap. 152. An Act in addition to the last named act and explanatory thereof.
1846. Chap. 340. An Act authorizing the union of the Boston & Maine Railroad Extension Company, a Massachusetts corporation, with the Boston & Maine Railroad.
1869. Chap. 40. An Act establishing the amount of capital stock of the Boston & Maine Railroad at \$5,000,000, and giving consent to the acts of the Massachusetts Legislature concerning said Boston & Maine Railroad.
1869. Chap. 103. An Act amending the preceding act, rectifying a clerical error therein.
1871. Chap. 630. An Act for the extension of the Boston & Maine Railroad in Maine, and for increase of capital stock by a sum not exceeding \$2,000,000.
1873. Chap. 222. An Act to confirm the location of the railroad through Berwick and North Berwick, in Maine, under certain restrictions.
1876. Chap. 249. An Act to incorporate the Orchard Beach Railroad Company, with capital stock of \$50,000 and authority to construct a railroad along Old Orchard Beach.
1876. Chap. 290. An Act to amend Chapter 222 of the Acts of 1873, modifying the restriction as to depots.
1877. Chap. 326. An Act authorizing the directors of the Orchard Beach Railroad to determine in regard to the operation of said road.
1879. Chap. 117. An Act permitting the discontinuance of a certain part of its railroad in the town of South Berwick.
1881. Chap. 64. An Act to enable the Boston & Maine Railroad to purchase the Orchard Beach Railroad.
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1885. Chap. 407. An Act to incorporate the Boston Express Company to operate over the Boston & Maine Railroad.
1887. Chap. 268. An Act authorizing the Boston & Maine Railroad to purchase the stock, etc., or to unite with the Eastern Railroad and other railroads in New Hampshire and Massachusetts leased to or under contract with the Boston & Maine or Eastern Railroad, and also of the following corporations in the state of Maine, namely: the Portland, Saco & Portsmouth, Portland & Rochester, Portsmouth, Great Falls & Conway, Kennebunk & Kennebunkport, and the Orchard Beach Railroad; and to increase its capital stock for the purpose of this act.
1889. Chap. 352. An Act additional to the charter of the Portland & Rochester Railroad.
1889. Chap. 532. An Act allowing Orchard Railroad Company to use electric motors.
1891. Chap. 237. An Act in relation to minority stockholders of the Boston & Maine Railroad, and certain other railroad corporations.
1891. Chap. 168. An Act relating to the Boston & Maine Railroad.
1909. Chap. 177. An Act relative to the Pitt Street Bridge in Portland.
1909. Chap. 404. An Act relative to the construction of Portland Bridge.
1911. Chap. 189. An Act relative to the Portland Terminal Company.
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### Principal Officers.

Chairman of the Board	Lucius Tuttle . . .	Boston, Mass.
President . . . . .	Charles S. Mellen . .	Boston, Mass.
Vice-President . . .	Timothy E. Byrnes . .	Boston, Mass.
Vice-President . . .	William F. Berry . .	Boston, Mass.
Vice-President . . .	William J. Hobbs . .	Boston, Mass.
Vice-President . . .	Edwin H. McHenry . .	Boston, Mass.
Vice-President . . .	Henry J. Horn . . .	Boston, Mass.
Corporation Clerk . .	Arthur B. Nichols . .	Boston, Mass.
Treasurer . . . . .	Herbert E. Fisher . .	Boston, Mass.
General Solicitor . .	Edgar J. Rich . . .	Boston, Mass.
General Counsel . . .	Richard Olney . . .	Boston, Mass.
General Auditor . . .	Stuart H. McIntosh . .	Boston, Mass.
Manager of Purchases and Supplies . . . .	Harry A. Fabian . . .	Boston, Mass.
Chief Engineer . . .	Arthur B. Corthell . .	Boston, Mass.
General Superintendent	Charles E. Lee . . .	Boston, Mass.
Freight Traffic Manager	Amos S. Crane . . .	Boston, Mass.
General Freight Agent	George H. Eaton . . .	Boston, Mass.
General Pass. Agent .	Charles M. Burt . . .	Boston, Mass.

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**Directors.**

Lucius Tuttle . . . .	Brookline, Mass.
Alvah W. Sulloway . . . .	Franklin, N. H.
Richard Olney . . . .	Boston, Mass.
Charles F. Linsley . . . .	Meriden, Conn.
Samuel Hemingway . . . .	New Haven, Conn.
Charles S. Mellen . . . .	New Haven, Conn.
Frederic C. Dumaine . . . .	Concord, Mass.
Edwin Farnham Greene . . . .	Wayland, Mass.
James M. Prendergast . . . .	Boston, Mass.
Fred E. Richards . . . .	Portland, Me.
Edward P. Ricker . . . .	Scuth Poland, Me.
Walter C. Baylies . . . .	Taunton, Mass.
Robert M. Burnett . . . .	Southboro, Mass.
Philip Dexter . . . .	Beverly, Mass.
Theodore N. Vail . . . .	Lyndon, Vt.
Alexander Cochrane . . . .	Boston, Mass.
J. Piermont Morgan . . . .	New York, N. Y.
William Skinner . . . .	Holyoke, Mass.
Sidney W. Winslow* . . . .	Orleans, Mass.

Term expires October 9, 1912.

\*Elected July 9, 1912.

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**Transportation Corporations Controlled.**
**Active corporations:****Sole, direct control, stock ownership—**

Concord & Claremont (N. H.) Railroad (see Note 1)	99.8%
Conway Electric Street Railway Co. (see Note 2)	59.2
Franklin & Tilton Railroad (see Note 3)	100
Maine Central Railroad	50.4
Mount Washington Railway Company (see Note 4)	100
Newport & Richford Railroad Company (see Note 5)	100
Peterborough & Hillsborough Railroad (see Note 6)	100
St. Johnsbury & Lake Champlain Railroad (see Note 7)	54.6
Sullivan County Railroad (see Note 8)	100
Vermont Valley Railroad (see Note 9)	99.9
York Harbor & Beach Railroad Company	87.4
Montpelier & Wells River Railroad (see Note 8)	99.9
Barre Railroad Company (see Note 8)	99.4
Barre Branch Railroad Company (see Note 8)	100
<b>Joint, direct control—</b>	
Troy Union Railroad*	25

\*Other parties to agreement for joint control:

New York Central & Hudson River Railroad, 50%.  
Delaware & Hudson Company, 25%.

- NOTE
1. 97% owned by the Northern R. R., a leased road; 2.8 % owned by Boston & Maine R. R.
  2. Owned by Fitchburg R. R., a leased road.
  3. The Concord & Montreal R. R. and Northern R. R., both leased roads, each own 50%.
  4. Owned by the Concord & Montreal R. R., a leased road.
  5. Owned by the Connecticut and Passumpsic Rivers R. R. Co., a leased road.
  6. Owned by the Northern R. R.
  7. 53.4% owned by the Boston & Lowell R. R. Corporation, a leased road; 1.2% owned by the Boston & Maine R. R.
  8. Owned by the Vermont Valley R. R. (See Note 9.)
  9. Owned by the Connecticut River R. R., a leased road.
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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: October 11, 1911.

Date of last closing of stock books before end of year for which this report is made: October 4, 1911.

Total number of stockholders of record: 8,105.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations that had sole control of the respondent on June 30, 1912: Boston Railroad Holding Company.

The matter in which control was established: Purchase of a majority of capital stock.

The extent of control: 52.9%.

Control was sole, direct.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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## Road Operated—Entire Line.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
Class 1. (Line owned.) <i>Main Lines.</i>				
Boston & Maine Railroad:				
Portland Division (via Dover)....	Boston, Mass.....	Rigby, Me.....	111.11	
Portland Div. (via Portsmouth) ..	Boston, Mass.....	Rigby, Me.....	104.90	
Portland Div. (Conway Section) ..	Jewett, Me.....	Intervale, N. H.....	73.37	
Southern Division.....	North Cambridge, Mass....	Northampton, Mass.....	95.69	
Worcester, Nashua & Portland Div.	Worcester, Mass.....	Westbrook, Me.....	139.47	
Total main lines.....	.....	.....	524.54	
<i>Branch Lines.</i>				
Medford .....	Medford Junction, Mass....	Medford, Mass.....	2.00	
South Reading.....	Peabody, Mass.....	Wakefield Jct., Mass.....	8.12	
Newburyport .....	Wakefield Junction, Mass....	Newburyport, Mass.....	30.37	

## Road Operated—Entire Line.—Continued.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
Methuen .....	Lawrence, Mass.....	N. H. state line.....		3.75
Georgetown .....	Bradford, Mass.....	Georgetown, Mass. ....		5.87
West Amesbury .....	Newton Junction, N. H....	Merrimac, Mass.....		4.45
Dover & Winnepesaukee.....	Dover, N. H.....	Alton Bay, N. H.....		29.00
Somersworth .....	Rollinsford, N. H.....	Somersworth, N. H.....		2.75
Orchard Beach .....	Old Orchard, Me.....	Camp Ellis, Me.....		3.27
Charlestown .....	East Somerville, Mass....	Charlestown, Mass.....		1.09
Saugus .....	Everett Junction, Mass....	West Lynn, Mass.....		9.55
Chelsea Beach .....	Revere Junction, Mass....	Saugus River Junction....		3.34
Swampscott .....	Swampscott, Mass.....	Marblehead, Mass.....		3.96
Marblehead .....	Salem, Mass.....	Marblehead, Mass.....		3.52
Lawrence .....	Salem, Mass.....	North Andover, Mass....		19.89
Gloucester .....	Beverly, Mass.....	Rockport, Mass.....		16.94
Essex .....	Hamilton & Wenham, Mass.	Conomo, Mass.....		6.00
Newburyport City .....	Freight tracks in Newburyport, Mass.....	.....		
Salisbury .....	Salisbury, Mass.....	Amesbury, Mass.....		1.97
Dover .....	Portsmouth, N. H.....	Dover, N. H.....		3.79
Wolfeboro .....	Sanbornville, N. H.....	Wolfeboro, N. H.....		10.88
				12.03

*Lowell & Lawrence and Lowell & Andover .....	Connections in Lowell, Ms. Portsmouth, Rye and No. Hampton, N. H. ....	.....	.25
Electric Street Railway.....	.....	.....	18.10
Total branch lines.....	.....	.....	200.89
Total owned.....	.....	.....	725.43
Class 3.			
(Line operated under lease for specified sum.)			
Lowell & Andover Railroad.....	Lowell Junction, Mass....	Lowell, Mass. ....	†8.85
Manchester & Lawrence Railroad..	Manchester, N. H. ....	Massachusetts state line..	22.39
Kennebunk & Kennebunkport R. R.	Kennebunk, Me. ....	Kennebunkport, Me. ....	4.50
Boston & Lowell Railroad.....	Boston, Mass. ....	Lowell, Mass. ....	26.27
Mystic Branch.....	Mystic Junction, Mass....	Mystic Wharves. ....	2.25
Lexington Branch.....	Somerville, Jet., Mass....	Lexington, Mass. ....	8.11
Middlesex Central Branch.....	Lexington, Mass. ....	Reformatory, Mass. ....	11.08
Bedford & Billerica Branch.....	Bedford, Mass. ....	North Billerica, Mass. ....	7.63
Woburn Branch .....	Winchester, Mass. ....	North Woburn Jet., Mass	6.20
Stoneham Branch .....	Montvale, Mass. ....	Stoneham, Mass. ....	2.50
Lawrence Branch .....	Wilmington, Mass. ....	Wilmington Jet., Mass....	3.21
Salem & Lowell Branch.....	Tewksbury Jet., Mass....	Peabody, Mass. ....	16.80
Lowell & Lawrence Branch.....	Lowell, Mass. ....	Lawrence, Mass. ....	12.42
½ Manchester & Keene Branch..	Greenfield, N. H. ....	Keene, N. H. ....	14.80
Nashua & Lowell Railroad.....	Lowell, Mass. ....	Nashua, N. H. ....	14.50
Stony Brook Railroad.....	North Chelmsford, Mass..	Ayer, Mass. ....	13.16
Wilton Railroad.....	Nashua, N. H. ....	Wilton, N. H. ....	15.50

\*Total length .37 miles, of which .25 mile is owned and .12 mile is leased.

† Includes Lowell & Lawrence and Lowell & Andover connection in Lowell, 0.12 m.

## Road Operated—Entire Line.—Continued.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
Peterborough Railroad.....	Brought forward .....	.....	.....	725.43
Concord & Montreal Railroad.....	Wilton, N. H.....	Greenfield, N. H.....	10.50	
Hooksett Branch.....	Nashua, N. H.....	Groveton, N. H.....	181.07	
Mt. Washington Branch.....	Hooksett, N. H.....	Bow Junction, N. H.....	7.59	
Manchester & No. Weare Branch	Wing Road, N. H.....	Base Station, N. H.....	20.17	
Lake Shore Branch.....	Manchester, N. H.....	Henniker Junction, N. H..	24.50	
Tilton & Belmont Branch.....	Lakeport, N. H.....	Alton Bay, N. H.....	17.28	
Whitefield & Jefferson Branch....	Belmont Junction, N. H....	Belmont, N. H.....	4.17	
Waumbek Branch.....	Whitefield Junction, N. H....	Berlin Mills, N. H.....	30.58	
Profile & Franconia Notch Br....	Cherry Mountain, N. H....	Jefferson, N. H.....	3.48	
Manchester & Milford Branch....	Bethlehem Junction, N. H....	Bethlehem and Profile H'se	12.84	
Suncook Valley Extension Br....	Grasmere Junction, N. H....	East Milford, N. H.....	18.54	
½ Manchester & Keene Branch....	Pittsfield, N. H.....	Center Barnstead, N. H....	4.46	
Concord & Manchester Elect'c Br.	Greenfield, N. H.....	Keene, N. H.....	14.79	
	Concord, N. H.....	Manchester and Penacook.		
		N. H. ....		
Nashua & Acton Railroad.....	Nashua, N. H.....	North Acton, Mass.....	28.70	
New Boston Railroad.....	Parkers, N. H.....	New Boston, N. H.....	20.12	
Concord & Portsmouth Railroad...	Manchester, N. H.....	Portsmouth, N. H.....	5.19	
Suncook Valley Railroad.....	Suncook, N. H.....	Pittsfield, N. H.....	39.87	
Pemigewasset Valley Railroad.....	Plymouth, N. H.....	Lincoln, N. H.....	17.41	
Franklin & Tilton Railroad.....	Franklin Junction, N. H....	Tilton, N. H.....	22.93	
			4.95	



Northern Railroad.....	Concord, N. H.....	White River Junction, Vt..	69.50
Bristol Branch.....	Franklin, N. H.....	Bristol, N. H.....	13.41
Concord & Claremont, N. H., R. R..	Concord, N. H.....	Claremont Junction, N. H.	56.30
Hillsboro Branch.....	Contoocook, N. H.....	Hillsborough, N. H.....	14.60
Peterboro & Hillsboro Railroad....	Peterborough, N. H.....	Hillsborough, N. H.....	18.51
Fitchburg Railroad.....	Boston, Mass.....	Fitchburg, Mass.....	49.65
Fitchburg Railroad.....	Greenfield, Mass.....	Rotterdam Junction, Mass	105.25
Fitchburg Railroad.....	Vermont state line.....	Troy, N. Y.....	40.20
Fitchburg Railroad.....	South Ashburnham, Mass..	Bellows Falls, Vt.....	53.85
Hoosac Docks Branch.....	Freight tracks in Boston, Mass.....		.66
Watertown Branch.....	West Cambridge, Mass....	Waltham, Mass.....	6.63
Marlboro Branch.....	South Acton, Mass.....	Marlboro, Mass.....	12.35
Greenville Branch.....	Ayer, Mass.....	Greenville, N. H.....	23.64
Millford Branch.....	Squannacook Jet., Mass....	Millford, N. H.....	21.73
Ashburnham Branch.....	South Ashburnham, Mass..	Ashburnham, Mass.....	2.59
Worcester Branch.....	Worcester, Mass.....	Winchenden, Mass.....	35.74
Peterborough Branch.....	Winchendon, Mass.....	Peterborough, N. H.....	15.93
Saratoga Branch.....	Saratoga Junction, N. Y....	Saratoga, N. Y.....	17.50
Schuylerville Branch.....	Schuylerville Junction, N. Y..	Schuylerville, N. Y.....	8.32
Vermont & Massachusetts Railroad	Fitchburg, Mass.....	Greenfield, Mass.....	55.78
Turners Falls Branch.....	Turners Falls Jet., Vt.....	Turners Falls, Vt.....	2.80
Troy & Bennington Railroad.....	Hoosick Junction, N. Y....	Vermont state line.....	5.04
Connecticut River Railroad.....	Springfield, Mass.....	Keene, N. H.....	74.00
Chicopee Falls Branch.....	Chicopee Junction, Mass..	Chicopee Falls, Mass.....	2.35
Easthampton Branch.....	Mt. Tom, Mass.....	Easthampton, Mass.....	3.50
East Deerfield Branch.....	Deerfield Junction, Mass..	East Deerfield, Mass.....	1.04
Connecticut & Pass. Rivers R. R...	White River Junction, Vt..	Canada line.....	110.30
Massawippi Valley Railway.....	Canada line.....	Lennoxville, P. Q.....	31.95
Stanstead Branch.....	Beebe Junction, P. Q.....	Stanstead, P. Q.....	3.51
Total owned and leased (forward)			1536.04
			2261.47

Road Operated—Entire Line.—*Concluded.*

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
Class 4.*				2261.47
Horn Pond Branch Railroad.....	Brought forward .....	.....	.....	.....
Class 5.†				0.59
Woburn Branch.....	Woburn Branch.....	Horn Pond, Woburn, Mass	0.59	0.59
Portland Terminal Co.....	Rigby, Me.....	Portland, Me., Union Sta..	4.41	
Portland Terminal Co.....	Rigby, Me.....	Portland, Me., Commercial St.....	3.84	
Portland Terminal Co.....	Westbrook (Gorham line).....	Portland, Me., Union Sta..	7.51	
Portland Terminal Co.....	Cumberland Mills.....	Portland, Me., (Fore River Yard).....	3.80	
New York, New Haven & Hartford Railroad .....	North Acton, Mass.....	Concord Junction, Mass....	4.21	
Boston & Albany Railroad.....	Connecting track.....	Winchendon, Mass.....	.21	
Troy Union Railroad.....	Junction to Station.....	Troy, N. Y.....	2.03	
Grand Trunk Railway.....	Lennoxville, P. Q.....	Sherbrooke, P. Q.....	2.95	28.96
Grand total.....	.....	.....	.....	2291.02

\*Line operated under contract or agreement, or where the rent is contingent upon earnings or other considerations.

†Line operated under trackage rights.

## Road Operated.

Steam roads.....	2,244.22 miles
Electric street railways.....	46.80 "
Total .....	2,291.02 miles

## Road Operated—State of New Hampshire.

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
Class 1. (Line owned.) <i>Main Lines.</i>				
Boston & Maine Railroad:				
Portland Division (via Dover)....	Atkinson, N. H.....	Salmon Falls, N. H.....	34.62	
Portland Div. (via Portsmouth)...	Atlantic .....	Portsmouth .....	16.08	
Portland Div. (Conway Section)	Salmon Falls.....	Intervale .....	70.45	
Worcester, Nashua & Portland Div.	Hollis .....	Kindgemere .....	58.02	
Total main lines.....	.....	.....	179.17	

Road Operated—State of New Hampshire.—*Concluded.*

NAME.	TERMINI.		Miles of line for each road named.	Miles of line for each class of roads named.
	From	To		
<i>Branch Lines.</i>				
West Amesbury .....	Brought forward .....	.....	179.12	
Dover and Winnepesaukee.....	Newton Junction.....	Massachusetts state line..		2.32
Somersworth .....	Dover .....	Alton Bay .....	29.00	2.75
Dover .....	Rollinsford .....	Somersworth .....	10.88	12.03
Wolfeboro .....	Portsmouth .....	Dover .....	18.10	
Electric Street Railway.....	Sanbornville .....	Wolfeboro .....		
	Portsmouth .....	Rye and North Hampton..		
Total branch lines.....	.....	.....	75.08	
Total owned.....	.....	.....	.....	254.25
Class 3.				
(Line operated under lease for specified sum.)				
Manchester & Lawrence Railroad..	Manchester .....	Massachusetts state line..	22.39	
Boston & Lowell Railroad:				
$\frac{1}{2}$ Manchester & Keene Branch..	Greenfield .....	Keene .....	14.80	
Nashua & Lowell Railroad.....	South Nashua .....	Nashua .....	5.25	

Wilton Railroad.....	Nashua .....	Wilton .....	15.50
Peterborough Railroad.....	Wilton .....	Greenfield .....	10.50
Concord & Montreal Railroad.....	Nashua .....	Groveton .....	181.07
Hooksett Branch.....	Hooksett .....	Bow Junction .....	7.59
Mt. Washington Branch.....	Wing Road .....	Base Station .....	20.17
Manchester & North Weare Br...	Manchester .....	Henniker Junction.....	24.50
Lake Shore Branch.....	Lakeport .....	Alton Bay .....	17.28
Tilton & Belmont Branch.....	Belmont Junction .....	Belmont .....	4.17
Whitefield & Jefferson Branch...	Whitefield Junction .....	Berlin Mills .....	30.58
Waumbek Branch.....	Cherry Mountain .....	Jefferson .....	3.48
Profile & Franconia Notch Br...	Bethlehem Junction .....	Bethlehem and Profile H'se	12.84
Manchester & Milford Branch...	Grasmere Junction .....	East Milford .....	18.54
Suncook Valley Extension Br...	Pittsfield .....	Center Barnstead .....	4.46
½ Manchester & Keene Branch...	Greenfield .....	Keene .....	14.79
Concord & Manchester Elect'c Br.	Concord .....	Manchester & Penacook...	28.70
Nashua & Acton Railroad.....	Nashua .....	Massachusetts state line..	4.98
New Boston Railroad.....	Parkers .....	New Boston .....	5.19
Concord & Portsmouth Railroad...	Manchester .....	Portsmouth .....	39.87
Suncook Valley Railroad.....	Suncook .....	Pittsfield .....	17.41
Pemigewasset Valley Railroad....	Plymouth .....	Lincoln .....	22.93
Franklin & Tilton Railroad.....	Franklin Junction .....	Tilton .....	4.95
Northern Railroad.....	Concord .....	West Lebanon .....	69.26
Bristol Branch.....	Franklin .....	Bristol .....	13.41
Concord & Claremont (N. H.) R. R.	Concord .....	Claremont Junction .....	56.30
Hillsboro Branch.....	Contoocook .....	Hillsborough .....	14.60
Peterboro & Hillsboro Branch...	Peterborough .....	Hillsborough .....	18.51
Fitchburg Railroad.....	Massachusetts state line..	Cold River .....	43.09
Greenville Branch.....	Massachusetts state line..	Greenville .....	9.58
Milford Branch.....	Massachusetts state line..	Milford .....	12.17
Peterborough Branch.....	Massachusetts state line..	Peterborough .....	13.68
Connecticut River Railroad.....	Hinsdale .....	Keene .....	23.21
Total leased.....	.....	.....	805.75
Total owned and leased.....	.....	.....	1060.00

### Outside Operations and Other Properties.

#### Outside operations—Owned:

Portsmouth Electric Railway, passenger on electric street railway. New Hampshire.  
 Steamer Mount Washington, passenger and freight on Lake Winnepesaukee, New Hampshire.  
 Portsmouth Bridge, toll bridge, New Hampshire and Maine.  
 Dover Point Bridge, toll bridge, New Hampshire.  
 Dining cars, dining car service, Maine, New Hampshire, Massachusetts, Vermont, and New York.

#### Outside operations—Leased:

Concord and Manchester Electric Branch, electric street railway, New Hampshire.  
 Steamer Lady of the Lake, passenger and freight on Lake Memphremagog, Vermont.  
 Wells River Bridge, toll bridge, Vermont.  
 Pemigewasset Valley Stage Line, stage line, New Hampshire.  
 Mystic Elevator, grain elevator, Massachusetts.  
 Hoosac Elevator, grain elevator, Massachusetts.  
 Rotterdam Stock Yard, stock yard service, New York.  
 Union Market Stock Yard, stock yard service, Massachusetts.  
 West Lebanon Stock Yard, stock yard service, New Hampshire.  
 Hoosac Tunnel Dock, freight storage, Massachusetts.  
 Coal Discharging Plants, discharging coal, Massachusetts.

#### Other properties:

Real estate, Massachusetts, New Hampshire and Vermont . . . . .	\$76,606.82
Track material loaned, New Hampshire . . . . .	141,479.95
Total . . . . .	\$218,086.77

### Road or Tracks Acquired Through Lease or Other Agreement.

Boston & Lowell Railroad Corporation . . . . .	111.27 miles
Date of lease, June 22, 1887. Term, 99 years, from April 1, 1887. Provisions: For 7% on capital stock until January 1, 1897, 8% thereafter. Interest on funded debt, and organization expenses.	
Connecticut & Passumpsic Rivers Railroad Company . . . . .	110.30
Date of lease, June 1, 1887. Term, 99 years, from January 1, 1887. Provisions: For 5% on capital stock first ten years, 6% thereafter. Interest on funded debt, and organization expenses.	

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Massawippi Valley Railway . . . . .	35.46
Date of lease, December 27, 1871. Term, 99 years, from July 1, 1870. Provisions: For 5% on \$400,000 capital stock first ten years, 6% thereafter, and interest on funded debt.	
Nashua & Lowell Railroad Corporation . . . . .	14.50
Date of lease, November 10, 1880. Term, 99 years, from October 1, 1880. Provisions: For \$65,000 per annum. Increased April 1, 1887, to \$73,000, which includes \$1,000 organization expenses.	
Northern Railroad . . . . .	82.91
Date of lease, December 30, 1889. Term, 99 years, from January 1, 1890. Provisions: For 5% on capital stock first seven and one-half years, 6% thereafter. Interest on funded debt, and organization expenses. Assumes interest on first mortgage bonds of C. & C. and P. & H. Railroads.	
Concord & Claremont (N. H.) Railroad . . . . .	70.90
Included in Northern Railroad lease.	
Peterborough & Hillsborough Railroad . . . . .	18.51
Included in Northern Railroad lease.	
Peterborough Railroad . . . . .	10.50
Date of lease, April 1, 1893. Term, 93 years, from April 1, 1893. Provisions: For 4% on capital stock, and organization expenses.	
Stony Brook Railroad Corporation . . . . .	13.16
Date of lease, September 30, 1884. Term, 99 years, from January 1, 1890. Provisions: For 6½% on capital stock to January 1, 1890, 7% thereafter, and organization expenses.	
Wilton Railroad Company . . . . .	15.50
Date of lease, February 1, 1884. Term, 99 years, from October 1, 1883. Provisions: For 7% on capital stock to January 1, 1891, 8½% thereafter.	
Concord & Montreal Railroad (includes Nashua & Acton Railroad, 20.12 miles) . . . . .	388.29
Date of lease, June 29, 1895. Term, 91 years, from April 1, 1895. Provisions: For 7% on capital stock, interest on funded debt, and organization expenses.	
Concord & Portsmouth Railroad . . . . .	39.87
Date of lease, May 26, 1862. Term, 99 years, from January 1, 1862. Provisions: For 7% on capital stock, and organization expenses.	
Franklin & Tilton Railroad . . . . .	4.95
Date of lease, October 8, 1895. Term, 91 years, from April 1, 1895. Provisions: For \$1.00 per annum, and organization expenses.	
New Boston Railroad Company . . . . .	5.19

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Date of lease, June 21, 1893. Term, 99 years, from June 19, 1893. Provisions: For 4% on cost of construction not to exceed \$70,000.	
Pemigewasset Valley Railroad . . . . .	22.93
Date of lease, March 31, 1883. Term, 100 years, from February 1, 1882. Provisions: For 6% on capital stock, and organization expenses.	
Suncook Valley Railroad . . . . .	17.41
Date of lease, January 22, 1912. Term, 2 years, from January 1, 1912. Provisions: For 3% on capital stock, and organization expenses.	
Connecticut River Railroad Co. . . . .	80.89
Date of lease, January 1, 1893. Term, 99 years, from January 1, 1893. Provisions: For 10% on capital stock, interest on funded debt, and organization expenses.	
Fitchburg Railroad . . . . .	394.14
Date of lease, June 30, 1900. Term, 99 years, from July 1, 1900. Provisions: For 5% on preferred stock, 1% on common stock, interest on funded debt, and organization expenses.	
Troy & Bennington Railroad Company . . . .	5.04
Date of lease, October 12, 1872. Term, perpetuity, from August 1, 1877. Provisions: For the sum of \$15,400 per annum.	
Vermont & Massachusetts Railroad Company .	58.58
Date of lease, January 1, 1874. Term, 999 years, from January 1, 1874. Provisions: For 4% on capital stock first two years, 5% next two years, 6% thereafter, interest on funded debt, and organization expenses. Further agrees to assume 20% of the bonds at maturity and 20% of each subsequent re-issue.	
Horn Pond Branch Railroad (see Note) . . . .	.59
Kennebunk & Kennebunkport Railroad Company	4.50
Date of lease, June 18, 1883. Term, 99 years, from May 15, 1883. Provisions: For 4½% on capital stock.	
Lowell & Andover Railroad Company . . . . .	8.85
Date of lease, October 18, 1875. Term, 99 years, from December 1, 1874. Provisions: For 7% per annum on cost of construction not to exceed \$750,000.	
Manchester & Lawrence Railroad . . . . .	22.39
Date of lease, June 1, 1887. Term, 50 years, from September 1, 1887. Provisions: For 10% on capital stock, interest on funded debt, and organization expenses.	

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NOTE.—The Horn Pond Branch Railroad (0.59) mile is a short freight spur which is now operated by our company principally for the transportation of ice for the Boston Ice Company at Horn Pond, Woburn, Mass., the latter mentioned company owning all of the capital stock of the Horn Pond Branch Railroad. There is no written lease or contract under which our company operates this spur, but only a general understanding that we perform the transportation service and maintain the track in return for which we receive the revenues.

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## Capital Stock.

KIND.	Number of shares authorized.	Par value of one share.	Total par value author- ized.	Total par value out- standing and not held.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate	Amount.
Common .....	395,205.253	\$100	\$39,520,525.30	\$39,503,000.00	4%	\$1,575,883.00
Common, scrip .....	.....	.....	.....	390.70	.....	.....
Preferred .....	31,498	100	3,149,800.00	3,149,800.00	6%	188,988.00
*Receipts outstanding for installments paid on 20 shares .....	.....	.....	.....	2,000.00	4%	80.00
Total .....	426,703.253	.....	\$42,670,325.30	\$42,655,190.70	.....	\$1,767,931.00

\*Fully paid. Certificates not yet issued.

## Capital Stock.

PURPOSE OF THE ISSUE.	Number of shares issued during the year.	Cash realized on amount issued during the year.	Total number of shares outstanding.	Total cash realized.
Issue for cash:				
Balance of installments—basis \$110 per share: 50% on 7,159 shares, and 25% on 304 shares .....	7,463	\$402,105.00		
*Installments on 20 shares fully paid,— certificates not issued .....			.....	\$2,200.00
Shares sold at auction.....	2,273	238,949.12	292,414	35,152,580.51
Issued for purchase of railway or other property .....			134,114	
Total .....	9,736	\$641,054.12	426,528	\$35,154,780.51

\*These certificates will be issued when the receipts are presented for exchange.

Capital Stock—*Concluded.*

Detail of dividends declared during the year.

Payable.	Percent.	Par Value.	Amount.
Sept. 1, 1911	3	\$3,149,800 Pfd.	\$94,494.00
Mar. 1, 1912	3	3,149,000 "	94,494.00
Oct. 2, 1911	1	*39,381,650 Com.	393,816.50
Jan. 1, 1912	1	†39,504,650 "	395,046.50
Apr. 1, 1912	1	39,505,000 "	395,050.00
July 1, 1912	1	39,505,000 "	395,050.00
Total .....	.....	.....	\$1,767,951.00

\*Includes 4,934 shares, 75% paid.

†Includes 14 shares, 75% paid.

## Recapitulation of Capitalization.

ACCOUNT.	Total par value out-standing.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock..	\$42,655,190.70	\$42,655,190.70	725.43	\$58,800
Funded debt...	43,849,000.00	43,849,000.00	725.43	60,445
Total .....	\$86,504,190.70	\$86,504,190.70	.....	\$119,245

## Premium on Securities.

Class of stock:	
Common . . . . .	\$6,501,620.14

## Discount on Securities.

Class of bond or obligation:	
One-year 4% notes dated June 10, 1912.	
Net amount of discount . . . . .	\$45,000.00
Charged to profit and loss . . . . .	2,625.00
To be charged during remaining life of security . . . . .	42,375.00

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### Security for Funded Debt.

## Road or tracks mortgaged:

Portsmouth, Great Falls & Conway Railroad (first mortgage bonds) from Jewett, Me., to North Conway, N. H. . . . .	72.86 miles
Amount of mortgage per mile of line . . .	\$13,725
Property mortgaged . . . . .	none

Worcester, Nashua & Rochester Railroad (first  
mortgage bonds) from Worcester, Mass., to  
Nashua, N. H. . . . .

46.09 miles

Amount of mortgage per mile of line . . .

\$38,533

## Property mortgaged:

Equipment formerly owned by W. N. &  
R. R. R.

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## Funded

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value author- ized.	Total par value outstand- ing.
	Date of issue	Date of matu- rity.		
Mortgage bonds:				
Portsmouth, Great Falls & Conway R. R. (First mort- gage) .....	June 1 1877	June 1 1937	\$1,000,000	\$1,000,000
Worcester, Nashua & Rochester R. R. (First mortgage)..	Jan. 1 1890	Jan. 1 1930	735,000	735,000
Worcester, Nashua & Rochester R. R. (First mortgage)..	Jan. 1 1893	Jan. 1 1913	519,000	511,000
Worcester, Nashua & Rochester R. R. (First mortgage)..	Oct. 1 1894	Oct. 1 1934	380,000	380,000
Worcester, Nashua & Rochester R. R. (First mortgage)..	Jan. 1 1906	Jan. 1 1935	150,000	150,000
Plain bonds:				
Boston & Maine R. R.	Nov. 1 1901	Nov. 1 1921	1,000,000	1,000,000
Boston & Maine R. R.	Jan. 1 1903	Jan. 1 1923	2,000,000	2,000,000
Boston & Maine R. R.	Feb. 2 1905	Feb. 2 1925	500,000	500,000
Boston & Maine R. R.	Sept. 1 1906	Sept. 1 1926	10,000,000	10,000,000
Improvement bonds:				
Boston & Maine R. R.	Feb. 1 1887	Feb. 1 1937	2,000,000	1,919,000
Boston & Maine R. R.	Aug. 1 1892	Aug. 1 1942	2,500,000	2,500,000
Boston & Maine R. R.	Jan. 1 1894	Jan. 1 1944	6,000,000	6,000,000
Boston & Maine R. R.	July 2 1900	July 2 1950	5,454,700	5,454,000
Boston & Maine R. R.	Apr. 1 1909	Apr. 1 1929	11,700,000	11,700,000
Total .....			\$43,938,700	\$43,849,000



## Debt.

Total par value held in sinking or other funds.	Total par value not held.	INTEREST.			
		Rate.	When payable.	Amount accrued during the year.	Amount paid dur- ing the year.
.....	\$1,000,000	4½%	June 1 Dec. 1	\$45,000.00	\$45,315.00
.....	735,000	4%	Jan. 1 July 1	29,400.00	29,400.00
.....	511,000	4%	Jan. 1 July 1	20,440.00	20,440.00
.....	380,000	4%	April 1 Oct. 1	15,200.00	15,200.00
.....	150,000	4%	Jan. 1 July 1	6,000.00	6,000.00
.....	1,000,000	3½%	May 1 Nov. 1	35,000.00	35,105.00
\$104,000	1,896,000	3½%	Jan. 1 July 1	70,000.00	70,000.00
32,000	468,000	3½%	Feb. 1 Aug. 1	17,500.00	17,430.00
52,000	9,948,000	4%	Mar. 1 Sept. 1	400,000.00	400,660.00
117,000	1,802,000	4%	Feb. 1 Aug. 1	76,760.00	76,760.00
.....	2,500,000	4%	Feb. 1 Aug. 1	100,000.00	100,660.00
63,000	5,937,000	4½%	Jan. 1 July 1	270,000.00	270,022.50
22,000	5,432,000	3%	Jan. 1 July 1	163,620.00	163,635.00
50,000	11,650,000	4½%	April 1 Oct. 1	526,500.00	526,140.00
\$440,000	\$43,409,000			\$1,775,420.00	\$1,776,767.50

## Recapitulation of Funded Debt.

KIND OF BOND OR OBLIGATION.	Total par value out-standing.	Total par value held in sinking or other funds.	Total par value not held.	INTEREST.	
				Amount accrued during the year. Charged to income.	Amount paid during the year.
Mortgage bonds.....	\$2,776,000	.....	\$2,776,000	\$116,040.00	\$116,355.00
Plain bonds, debentures, and notes .....	41,073,000	\$440,000	40,633,000	1,659,380.00	1,660,412.50
Total .....	\$43,849,000	\$440,000	\$43,409,000	\$1,775,420.00	\$1,776,767.50
PURPOSE OF THE ISSUE.				Total par value out-standing.	Total cash realized.
Issued for cash .....				\$19,476,000	\$19,668,773.44
Issued for additions and betterments .....				3,919,000	3,892,000.00
Issued for acquisition of securities.....				5,454,000	5,454,000.00
Issued for refundment of securities.....				15,000,000	15,022,650.16
Total .....				\$43,849,000	\$44,037,423.60

## Expenditures for Additions and Betterments During the Year.

ACCOUNT.	Through issue of securities.	Property retired or converted.	Adjustments.	Total.
Right of way and station grounds.....	\$21,915.42	\$160,118.45	.....	\$138,203.03
Real estate .....	.....	649,821.03	.....	649,821.03
Protection of banks .....	1,900.00	.....	.....	1,900.00
Grade revisions and changes of line.....	5,019.94	.....	.....	5,019.94
Bridges, trestles, and culverts.....	302,863.57	.....	.....	302,863.57
Increased weight of rail .....	15,277.93	193,420.67	.....	109,444.90
Track fastenings and other material.....	3,773.28	.....	.....	15,277.93
Ballast .....	1,687.74	.....	.....	3,773.28
Additional main tracks .....	404,006.38	85,361.14	.....	1,687.74
Sidings and spur tracks.....	33,484.02	11,279.05	.....	318,645.24
Terminal yards .....	19,650.83	921,092.54	.....	22,204.97
Fencing right of way.....	1,385.78	.....	.....	901,441.71
Track elevation, elimination of grade cross- ings, etc. ....	162,778.98	.....	.....	1,385.78
Interlocking apparatus .....	14,344.22	.....	\$170,013.57	7,234.59
Block and other signal apparatus.....	82,076.97	1,544.31	.....	14,344.22
Station buildings and fixtures.....	46,276.83	136,962.68	.....	80,542.66
Roadway machinery and tools.....	8,030.23	1,954.82	.....	90,685.25
Shops, enginehouses, and turntables.....	24,624.77	154,985.17	.....	6,075.41
Shop machinery and tools.....	21,203.03	18,909.16	.....	130,360.40
Water and fuel stations.....	5,949.32	12,516.26	.....	2,293.87
Dock and wharf property.....	.....	139,350.00	.....	6,566.94
				139,350.00

Expenditures for Additions and Betterments During the Year.—*Included.*

ACCOUNT.	Through issue of securities.	Property retired or converted.	Adjustments.	Total.
Electric light and power plants.....	2,329.98	.....	.....	2,329.98
Electric-power transmission .....	296.46	.....	.....	296.46
Equipment .....	1,965,817.87	969,715.69	.....	996,102.18
Other additions and betterments.....	120.69†	19,480.00†	.....	19,359.31†
Total .....	\$3,144,816.24	\$3,476,500.37	\$170,013.57*	\$501,697.70

\*Covers transfers to improvement accounts of leased roads to be settled at expiration of the leases.  
†Detail of account:

Installation steam, gas and air, yard 2, Boston.....	\$104.27
Installation derrick at Rockport, with power.....	2.72
Installation cesspools at Alton Bay.....	13.70
Total charges .....	\$120.69
Miscellaneous structures at Portland, sold.....	\$19,480.00
Figures in italics indicate credits. Largely on % sale of property at Portland, Me., and vicinity.	

## Road and Equipment.

Investment since June 30, 1907.

ACCOUNT.	Expenditures for additions and better- ments during the year.	Total expen- ditures, July 1, 1907, to June 30, 1911.	Total expen- ditures, July 1, 1907, to June 30, 1912.
Road:			
Engineering .....	<i>\$80,165.36</i>	\$30,710.08	<i>\$49,455.28</i>
Right of way and station grounds.	<i>133,559.05</i>	<i>22,154.25</i>	<i>155,713.30</i>
Real estate.....	<i>649,821.03</i>	959,766.48	309,945.45
Grading .....	<i>301,549.99</i>	433,032.73	131,482.74
Bridges, trestles, and culverts....	129,876.92	270,937.28	400,814.20
Ties .....	<i>3,297.84</i>	66,759.94	63,462.10
Rails .....	<i>12,927.15</i>	181,261.97	168,334.82
Frogs and switches	5,478.83	13,271.96	18,750.79
Track fastenings and other mate- rial .....	<i>40,097.22</i>	29,260.86	<i>10,836.36</i>
Ballast .....	<i>90,933.80</i>	62,168.06	<i>28,765.74</i>
Track laying and surfacing .....	<i>6,904.94</i>	123,798.19	116,893.25
Roadway tools....	6,860.02	28.40	6,888.42
Fencing right of way .....	<i>5,202.80</i>	6,260.53	1,057.73
Crossings and signs .....	<i>13,897.03</i>	316,590.97	302,693.94
Interlocking and other signal ap- paratus .....	70,240.98	437,888.23	508,129.21
Telegraph and tel- ephone lines....	<i>1,044.05</i>	249.56	<i>794.49</i>
Station buildings and fixtures....	<i>86,139.11</i>	318,070.96	231,931.85
Shops, engine- houses, and turntables .....	<i>132,184.64</i>	178,386.20	46,201.56
Shop machinery and tools.....	2,293.37	2,791.02	5,084.39
Water stations....	<i>335.61</i>	29,005.95	28,670.34
Fuel stations....	<i>6,245.76</i>	18,943.37	12,697.61
Dock and wharf property .....	<i>139,350.00</i>	9,228.02	<i>130,121.98</i>
Electric-light plants .....	2,444.16	.....	2,444.16
Electric-power plants .....	182.28	.....	182.28
Miscellaneous structures .....	<i>11,521.06</i>	18,375.76	6,854.70
Cost of road pur- chased .....	.....	7,698,448.63	7,698,448.63
Total .....	<i>\$1,497,799.88</i>	\$11,183,080.90	<i>\$9,685,281.02</i>

Figures in italics indicate credits.

Road and Equipment.—*Concluded.*

Investment since June 30, 1907.

ACCOUNT.	Expenditures for additions and better- ments during the year.	Total expen- ditures, July 1, 1907, to June 30, 1911.	Total expen- ditures, July 1, 1907, to June 30, 1912.
Equipment:			
Steam locomotives	<i>\$340,427.30</i>	\$3,773,187.31	\$3,432,760.01
Electric loco- motives .....	.....	245,188.61	245,188.61
Passenger-train cars .....	1,430,330.71	2,520,800.81	3,951,131.52
Freight-train cars	<i>97,773.05</i>	8,135,993.45	8,038,220.40
Work equipment..	3,971.82	225,748.80	229,720.62
Total .....	<i>\$996,102.18</i>	\$14,900,918.98	\$15,897,021.16
Recapitulation:			
Road .....	<i>\$1,497,799.88</i>	\$11,183,080.90	\$9,685,281.02
Equipment .....	996,102.18	14,900,918.98	15,897,021.16
Total .....	<i>\$501,697.70</i>	\$26,083,999.88	\$25,582,302.18

Figures in italics indicate credits.

Summary of Road and Equipment.	
Investment to June 30, 1907:	
Road . . . . .	\$45,641,171.01
Equipment . . . . .	12,763,629.73
Investment since June 30, 1907 . . . . .	25,582,302.18
Total . . . . .	\$83,987,102.92
Reserve for accrued depreciation—Cr. . . . .	3,070,228.49
Net total . . . . .	\$80,916,874.43
Cost per mile of line (725.43 miles) . . . . .	111,543.33

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**Income Account.**

<b>Operating income:</b>	
Operating revenues . . . . .	\$45,990,363.96
Operating expenses . . . . .	35,087,295.34
Net operating revenue . . . . .	\$10,903,068.62
<b>Outside operations:</b>	
Revenues . . . . .	\$640,381.69
Expenses . . . . .	496,958.85
Net revenue from outside operations . . . . .	143,422.84
Total net revenue . . . . .	\$11,046,491.46
Taxes accrued . . . . .	2,086,863.88
Operating income . . . . .	\$8,959,627.58
<b>Other income:</b>	
Rents—Credits—	
Joint facilities . . . . .	\$76,786.60
Miscellaneous rents . . . . .	197,210.40
Dividends declared on stocks owned or controlled . . . . .	363,484.20
Interest accrued on funded debt owned or controlled . . . . .	13,743.00
Interest on other securities, loans and accounts . . . . .	185,405.51
Miscellaneous income . . . . .	19,236.34
Total other income . . . . .	\$55,866.05
Gross corporate income . . . . .	\$9,815,493.63
<b>Deductions from gross corporate income:</b>	
Rents accrued for lease of other roads . . . . .	\$5,176,878.74
Other rents—Debits—	
Hire of equipment—balance . . . . .	1,063,995.21
Joint facilities . . . . .	166,422.16
Miscellaneous rents . . . . .	5,461.94
Interest accrued on funded debt . . . . .	1,775,420.00
Other interest . . . . .	308,282.88
Sinking and redemption funds chargeable to income . . . . .	28,785.00
Total deductions . . . . .	\$8,525,245.93
Net corporate income . . . . .	\$1,290,247.70
Balance for year to credit of profit and loss . . . . .	\$1,290,247.70

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### Profit and Loss Account.

#### DR.

#### Deductions for year:

Depreciation accrued prior to July 1, 1907, on equipment retired during the year . . .	\$260,071.30
Abandoned property not replaced . . .	64,929.85
Adjustment of old accounts . . .	13,869.71
Discount on notes (proportion applicable to this year) . . . . .	2,625.00

#### Dividends declared:

##### On common stock—

1% payable on Oct. 2, 1911 . . . . .	390,116.00
1% payable on Jan. 1, 1912 . . . . .	394,972.00
1% payable on Apr. 1, 1912 . . . . .	395,015.00
1% payable on July 1, 1912 . . . . .	395,030.00

##### On preferred stock—

3% payable on Sept. 1, 1911 . . . . .	94,494.00
3% payable on Mar. 1, 1912 . . . . .	94,494.00

##### On receipts outstanding for installments paid—

1% payable on Oct. 2, 1911 . . . . .	3,700.50
1% payable on Jan. 1, 1912 . . . . .	74.50
1% payable on Apr. 1, 1912 . . . . .	35.00
1% payable on July 1, 1912 . . . . .	20.00

Balance credit, June 30, 1912 . . . . .	1,812,090.64
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Total . . . . .	<u>\$3,921,537.50</u>
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#### CR.

Balance June 30, 1911 . . . . .	\$2,284,912.41
Balance for year from income account . . .	1,290,247.70

#### Additions for year:

Profit on sale of real estate at Portland, Me. .	283,877.39
Profit on sale of securities . . . . .	62,500.00

\$3,921,537.50

### Operating Revenues—Entire Line.

#### Revenue from transportation:

Freight revenue . . . . .	\$26,811,512.79
Passenger revenue . . . . .	\$15,693,614.78
Excess baggage revenue . . . . .	117,084.06
Parlor and chair car revenue . . . . .	641.50
Mail revenue . . . . .	445,309.16

Express revenue . . . . .	1,217,397.90	
Milk revenue (on passenger trains) . . . . .	370,529.23	
Other passenger-train revenue . . . . .	113,585.30	
Total passenger service train revenue . . . . .		\$17,958,221.93
Switching revenue . . . . .		354,165.33
Special service train revenue . . . . .		67,289.71
Miscellaneous transportation revenue . . . . .		53,877.98
Total revenue from transportation . . . . .		\$45,245,067.74
Revenue from operations other than transportation:		
Station and train privileges . . . . .	\$74,168.30	
Parcel-room receipts . . . . .	29,537.75	
Storage—freight . . . . .	80,390.39	
Storage—baggage . . . . .	16,743.59	
Car service . . . . .	277,153.66	
Telegraph and telephone service . . . . .	23,164.85	
Rents of buildings and other property . . . . .	120,369.07	
Miscellaneous . . . . .	120,098.92	
Total revenue from operations other than transportation . . . . .		741,626.53
Joint facilities revenue—Cr. . . . .		3,669.69
Total operating revenues—entire line . . . . .		\$45,990,363.96

## Securities Owned.

## Stocks.

(Not held in sinking or other funds.)

NAME OF CORPORATION AND SECURITY.	UNPLEDGED.		DIVIDENDS DECLARED.	
	Total par value.	Cost or book value.	Rate.	Amount.
Stocks of proprietary, affiliated, and controlled companies held for investment:				
Railway companies—active—				
Fitchburg R. R. Co., common stock .....	\$5,551,400	\$5,488,394.75	...	.....
Maine Central R. R. Co., common stock .....	5,040,600	5,043,696.00	6%	\$223,542.25
York Harbor & Beach R. R. Co., common stock (\$50) .....	262,200	254,430.00	2%*	5,240.00
Suncook Valley R. R. ....	.....	.....	4½%	2,837.70
Par value, \$63,-060; owned by Concord & Montreal R. R.				
Pemigewasset Valley R. R. ....	.....	.....	6%	2,286.00
Par value, \$33,-100; owned by Concord & Montreal R. R.				
New Boston R. R. ....	.....	.....	4%	400.00
Par value, \$10,-000; owned by Concord & Montreal R. R.				
Peterborough R. R. ....	.....	.....	4%	1,324.00
Par value, \$33,-100; owned by Boston & Lowell R. R.				
Vermont Valley R. R., common stock (\$50) ...	.....	.....	10%	99,000.00
Par value, \$990,-000; owned by Connecticut River R. R.				

\*4 shares purchased subsequent to dividends.

## Securities Owned—Continued.

## Stocks.

(Not held in sinking or other funds.)

NAME OF CORPORATION AND SECURITY.	UNPLEDGED.		DIVIDENDS DECLARED.	
	Total par value.	Cost or book value.	Rate.	Amount.
Railway companies—inactive—				
Portsmouth Horse R. R. ....	3,100			
(See Note.)				
Other than railway companies—active—				
Portsmouth Bridge Proprietors of Wells River Bridge .....	40,000	\$4,000.00		
†Woodsville Aqueduct Co. (\$50) ..	1,100	1,090.00		
Woodsville Aqueduct Co., par value, \$10,000; owned by Concord & Montreal R. R. ....	5,450	.....	4%	\$218.00
	.....	.....		400.00
Total .....	\$10,903,850	\$10,791,610.75		\$335,247.95

†Stock acquired with bonds purchased.

NOTE. This stock represents a franchise purchased under which the Portsmouth Electric Branch was constructed. The cost of the franchise is included in the construction account of this branch.

## Securities Owned—Continued.

## Funded Debt.

(Not held in sinking or other funds.)

NAME OF CORPORATION AND SECURITY.			INTEREST	ACCRUED.
	Total par value.	Cost or book value.	Rate.	Amount.
Funded debt of proprietary, affiliated, and controlled companies held for investment:				
Railway companies—active—				
Conway Electric Street Railway Company:				
Par value, \$65,000; owned by Fitchburg Railroad .....			5%	*\$1,625.00
Par value, \$35,000; owned by Fitchburg Railroad .....			4%	*700.00
Other than railway companies—active—				
Woodsville Aqueduct Company:				
Par value, \$10,000; owned by Concord & Montreal R. R....			4%	400.00
Total .....				\$2,725.00

\*Six months' interest unpaid.

## Securities Owned—Continued.

(Marketable—Stocks.)

NAME OF CORPORATION AND SECURITY.	Par value.	Cost or book value.	DECLARED. DIVIDENDS	
			Rate.	Amount.
Railway companies—active—				
St. Johnsbury & Lake Champlain Railroad Company (\$50).....	\$43,550	\$4,517.06		
Montreal & Atlantic Railway Co..	37,300	3,000.00		
Concord & Claremont (N. H.) Railroad .....	11,700	4,890.00		
Boston & Lowell R. R. Corporation	280,000	617,448.41	8%	\$22,400.00
The Concord & Montreal R. R..	333,500	533,600.00	7%	*5,836.25
Total .....	\$706,050	\$1,163,455.47		\$28,236.25

\*Stock purchased in April, 1912. Only one quarterly dividend received.

Securities Owned—*Concluded.*

(Marketable—Funded Debt.)

NAME OF CORPORATION AND SECURITY.	Par value.	Cost or book value.	DIVIDENDS ACCRUED.	
			Rate.	Amount.
Railway companies—active—				
St. Johnsbury & Lake Champlain Railroad Co.....	\$432,000	\$432,000.00	5%	None
Montreal & Atlantic Railway Co..	108,000	108,000.00	5%	*\$10,800.00
Other than railway companies—active—				
Woodsville Aqueduct Company..	5,450	5,618.50	4%	218.00
Total .....	\$545,450	\$545,618.50		\$11,018.00

\*Two years' interest received.



## Summary of Securities Owned.

(Not held in sinking or other funds.)

KIND OF SECURITY.	Par value.	Dividends or interest.
Stocks:		
Stocks of railway companies— active . . . . .	\$11,560,250	\$362,866.20
Stocks of railway companies— inactive . . . . .	3,100	.....
Stocks of other than railway companies—active . . . . .	46,550	618.00
Total . . . . .	\$11,609,900	\$363,484.20
Funded debt:		
Funded debt of railway com- panies—active . . . . .	\$540,000	\$13,125.00
Funded debt of other than rail- way companies—active . . . . .	5,450	618.00
Total . . . . .	\$545,450	\$13,743.00

## Sinking and Other Funds.

(Income and disbursements during the year.)

## Sinking and redemption funds:

For redemption of Boston & Maine Railroad improvement bonds—		
Cash appropriations to fund . . . . .		\$28,785.00
Income to fund from investments . . . . .		38,916.94
Total . . . . .		\$67,701.94

Sinking and Other Funds. —*Concluded.*

(Assets on June 30, 1912.)

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.	
	Par value.	Cost or book value.
Sinking fund for redemption of B. & M. R. R. Improvement Bonds—		
3½% bonds of B. & M. R. R., due 1923 .....	\$104,000.00	\$99,325.31
3½% bonds of B. & M. R. R., due 1925 .....	32,000.00	29,837.80
4% bonds of B. & M. R. R., due 1926 .....	52,000.00	51,153.45
4½% bonds of B. & M. R. R., due 1929 .....	50,000.00	52,884.96
4% Imp. bonds of B. & M. R. R., due 1937 .....	117,000.00	116,781.34
4½% bonds of B. & M. R. R., due 1944 .....	63,000.00	73,024.63
3% bonds of B. & M. R. R., due 1950 .....	22,000.00	16,940.00
4% bonds of N. Y. N. H. & H. R. R. Co., due 1956.....	20,000.00	18,790.55
4% bonds of Port. Union Ry. Station Co., due 1927.....	45,000.00	45,301.56
4% bonds of Port. Union Ry. Station Co., due 1929.....	20,000.00	20,075.55
4½% bonds of M. C. R. R. Co., due 1917 .....	31,000.00	32,290.35
4½% bonds of Portland & Ogdensburg Ry., due 1928.....	18,000.00	18,931.50
4% bonds of European & North American Ry., due 1933.....	8,000.00	9,198.24
3½% bonds of The Concord & Montreal R. R., due 1920.....	300,000.00	299,070.96
3½% bonds of Conn. River R. R. Co., due 1923.....	17,000.00	17,255.00
4% bonds of Fitchburg R. R. Co., due 1915 .....	15,000.00	14,969.17
3½% bonds of Fitchburg R. R. Co., due 1921.....	125,000.00	125,959.50
Conn. River R. R. Co., stock (31 shares) .....	3,100.00	7,734.50
Fitchburg R. R. Co., preferred stock (259 shares) .....	25,900.00	37,037.00
	\$1,068,000.00	\$1,086,561.37
Cash in fund .....	.....	11,719.59
Total .....	.....	\$1,098,280.96

<b>Reserves.</b>	
Reserves from income or surplus:	
Invested in sinking and redemption funds—	
For redemption of B. & M. R. R. improvement bonds . . . . .	\$1,098,280.96
<b>Advances to Proprietary, Affiliated and Controlled Companies.</b>	
Advances for construction, equipment, and betterments—	
Connecticut & Passumpsic Rivers Railroad Co.	\$575,337.55
Northern Railroad . . . . .	475,949.63
Lowell & Andover Railroad . . . . .	182,749.06
Manchester & Lawrence Railroad . . . . .	136,631.91
Nashua & Lowell Railroad . . . . .	262,158.18
Stony Brook Railroad . . . . .	48,344.98
Peterborough Railroad . . . . .	27,201.73
Boston & Lowell Railroad . . . . .	157,459.36
Total . . . . .	\$1,865,832.40
Temporary advances for various purposes*—	
Fitchburg Railroad Co. . . . .	\$400,908.66
Boston & Lowell Railroad . . . . .	698,856.77
Connecticut River Railroad . . . . .	622,499.01
Wilton Railroad . . . . .	35,522.78
Total . . . . .	\$1,757,787.22
<b>Operating Expenses—Entire Line.</b>	
Maintenance of way and structures:	
Superintendence . . . . .	\$222,929.20
Ballast . . . . .	9,189.01
Ties . . . . .	962,391.21
Rails . . . . .	503,982.96
Other track material . . . . .	336,749.68
Roadway and track . . . . .	2,079,473.63
Removal of snow, sand, and ice . . . . .	143,980.24
Tunnels . . . . .	18,857.73
Bridges, trestles, and culverts . . . . .	367,342.31
Over and under grade crossings . . . . .	38,735.49

\*The Boston & Maine Railroad to be reimbursed through sales of securities of the various companies upon request of Boston & Maine Railroad.

Grade crossings, fences, cattle guards, and signs . . . . .	\$119,059.23
Snow and sand fences and snowsheds . . . . .	105.65
Signals and interlocking plants . . . . .	253,678.89
Telegraph and telephone lines . . . . .	19,206.05
Electric power transmission . . . . .	21,145.64
Buildings, fixtures, and grounds . . . . .	504,574.35
Docks and wharves . . . . .	4,521.26
Roadway tools and supplies . . . . .	62,468.88
Injuries to persons . . . . .	37,958.74
Stationery and printing . . . . .	9,807.81
Other expenses . . . . .	1,231.81
Maintaining joint tracks, yards, and other facilities—Dr. . . . .	149,750.58
Maintaining joint tracks, yards, and other facilities—Cr. . . . .	<i>43,595.63</i>
Total—maintenance of way and structures . . . . .	\$5,823,544.72
Maintenance of equipment:	
Superintendence . . . . .	\$163,720.38
Steam locomotives—repairs . . . . .	2,279,326.38
Steam locomotives—renewals . . . . .	26,339.62
Steam locomotives—depreciation . . . . .	383,491.09
Electric locomotives—repairs . . . . .	26,749.71
Passenger-train cars—repairs . . . . .	753,457.92
Passenger-train cars—renewals . . . . .	<i>395.65</i>
Passenger-train cars—depreciation . . . . .	191,343.92
Freight-train cars—repairs . . . . .	1,777,616.45
Freight-train cars—renewals . . . . .	13,614.10
Freight-train cars—depreciation . . . . .	652,120.93
Work equipment—repairs . . . . .	32,558.06
Work equipment—renewals . . . . .	1,582.03
Work equipment—depreciation . . . . .	16,341.02
Shop machinery and tools . . . . .	52,892.01
Power plant equipment . . . . .	26.88
Injuries to persons . . . . .	24,603.41
Stationery and printing . . . . .	7,913.15
Maintaining joint equipment at terminals—Dr. . . . .	15,291.31
Maintaining joint equipment at terminals—Cr. . . . .	<i>6,996.33</i>
Total—maintenance of equipment . . . . .	\$6,411,596.39
Traffic expenses:	
Superintendence . . . . .	\$151,353.62
Outside agencies . . . . .	87,130.10
Advertising . . . . .	125,855.79
Traffic associations . . . . .	11,664.21
Fast freight lines . . . . .	66,627.36
Industrial and immigration bureaus . . . . .	5,716.73

Figures in italics indicate credits.

Stationery and printing . . . . .	\$27,584.54
Other expenses . . . . .	5.50
Total—traffic expenses . . . . .	<u>\$475,937.85</u>
Transportation expenses:	
Superintendence . . . . .	\$292,388.34
Dispatching trains . . . . .	118,488.30
Station employees . . . . .	3,635,899.32
Weighing and car-service associations . . . . .	3,699.85
Station supplies and expenses . . . . .	303,036.89
Yardmasters and their clerks . . . . .	426,039.58
Yard conductors and brakemen . . . . .	1,357,467.18
Yard switch and signal tenders . . . . .	188,293.73
Yard supplies and expenses . . . . .	19,724.29
Yard enginemen . . . . .	704,909.15
Enginehouse expenses—yard . . . . .	172,616.32
Fuel for yard locomotives . . . . .	687,435.56
Water for yard locomotives . . . . .	26,212.03
Lubricants for yard locomotives . . . . .	7,092.73
Other supplies for yard locomotives . . . . .	6,923.93
Operating joint yards and terminals—Dr. . . . .	447,240.48
Operating joint yards and terminals—Cr. . . . .	<i>270,993.07</i>
Motormen . . . . .	29,031.69
Road enginemen . . . . .	2,324,608.04
Enginehouse expenses—road . . . . .	628,707.18
Fuel for road locomotives . . . . .	4,171,799.15
Water for road locomotives . . . . .	184,308.67
Lubricants for road locomotives . . . . .	50,943.69
Other supplies for road locomotives . . . . .	56,816.77
Operating power plants . . . . .	16,388.51
Purchased power . . . . .	106,250.73
Road trainmen . . . . .	2,774,013.09
Train supplies and expenses . . . . .	507,983.69
Interlockers and block and other signals—operation . . . . .	499,199.11
Crossing flagmen and gatemen . . . . .	451,338.50
Drawbridge operation . . . . .	42,558.94
Clearing wrecks . . . . .	65,129.28
Telegraph and telephone—operation . . . . .	242,438.52
Stationery and printing . . . . .	164,501.44
Other expenses . . . . .	10,856.28
Loss and damage—freight . . . . .	239,642.97
Loss and damage—baggage . . . . .	4,457.85
Damage to property . . . . .	243,342.55
Damage to stock on right of way . . . . .	3,279.24
Injuries to persons . . . . .	406,266.95
Operating joint tracks and facilities—Dr. . . . .	15,256.10
Operating joint tracks and facilities—Cr. . . . .	<i>47,880.11</i>
Total—transportation expenses . . . . .	<u>\$21,317,653.44</u>

Figures in italics indicate credits.

General expenses:	
Salaries and expenses of general officers . . .	\$80,229.26
Salaries and expenses of clerks and attendants . . .	364,040.21
General office supplies and expenses . . .	10,723.39
Law expenses . . . . .	221,229.85
Insurance . . . . .	232,836.56
Pensions . . . . .	75,455.38
Stationery and printing . . . . .	34,238.74
Other expenses . . . . .	37,927.70
General administration joint tracks, yards, and terminals—Dr. . . . .	1,881.85
Total—general expenses . . . . .	<u>\$1,058,562.94</u>
Recapitulation of expenses:	
Maintenance of way and structures . . . . .	\$5,823,544.72
Maintenance of equipment . . . . .	6,411,596.39
Traffic expenses . . . . .	475,937.85
Transportation expenses . . . . .	21,317,653.44
General expenses . . . . .	1,058,562.94
Total operating expenses . . . . .	<u>\$35,087,295.34</u>
Ratio of operating expenses to operating revenues, 76.29%.	

**Summary of Revenues and Expenses of Outside Operations  
and Other Properties.**

DESIGNATION.	Revenues.	Expenses.	Net revenue or deficit.
(Outside operations.)			
Boat lines .....	\$20,712.09	\$19,247.15	\$1,464.94
Electric railways .....	246,004.81	187,026.72	58,978.09
Dining and special car service .....	119,245.77	144,505.82	25,260.05
Grain elevators .....	81,248.04	72,016.61	9,231.43
Stock yards .....	1,443.35	1,133.41	309.94
Public toll-bridge serv- ice .....	22,293.37	7,904.03	14,389.34
Miscellaneous:			
Coal discharging plants	122,490.42	58,563.94	63,926.48
Freight storage plants	26,029.64	5,210.48	20,819.16
Stage line .....	914.20	1,350.69	436.49
Total .....	\$640,381.69	\$496,958.85	\$143,422.84
(Other properties.)			
Real estate (see note):			
Track material loaned*	\$4,684.08	.....	\$4,684.08

NOTE. No specific return can be made covering taxes assessed on the real estate, much of which is located in New Hampshire where the railroad property is valued as a whole.

**Rents Receivable.**

(From Joint Facilities.)

**Joint tracks:**

Main line between Worcester and Sterling Junction, Mass., N. Y., N. H. & H. R. R. R., lessee (11.94 miles) . . . . .	\$28,510.63
Main line between Shelburne Junction and Shelburne Falls, Mass., N. Y., N. H. & H. R. R., lessee (4.67 miles) . . . . .	7,599.97

\*The income from track material loaned is included in rents receivable, miscellaneous.



Main line between Troy and Eagle Bridge, N. Y., Delaware & Hudson Co., lessee (22.81 miles)	\$15,000.00
Trackage of sundry passenger trains between No. Adams and Williamstown, Mass., N. Y., N. H. & H. R. R., lessee (4.63 miles)	1,088.63
Total—joint tracks	\$52,199.23
Joint yards and terminals:	
Worcester, Mass., N. Y., N. H. & H. R. R., lessee	\$5,491.99
Sterling Junction, Mass., N. Y., N. H. & H. R. R., lessee	384.24
North Acton, Mass., N. Y., N. H. & H. R. R., lessee	30.00
Lowell, Mass., N. Y., N. H. & H. R. R., lessee	600.00
Northampton, Mass., N. Y., N. H. & H. R. R., lessee	800.00
Fitchburg, Mass., N. Y., N. H. & H. R. R., lessee	800.00
Worcester, Mass., Boston & Albany R. R., lessee	1,747.63
Baldwinville, Mass., Boston & Albany R. R., lessee	21.24
Athol, Mass., Boston & Albany R. R., lessee	300.00
North Adams, Mass., Boston & Albany R. R., lessee	550.00
Rotterdam Junction, N. Y., N. Y. C. & H. R. R., lessee	12,247.79
St. Johnsbury, Vt., St. J. & L. C. R. R., lessee	1,200.00
Sherbrooke, P. Q., Quebec Central Ry., lessee	180.00
Newport, Vt., Canadian Pacific Railway, lessee	234.48
Total—joint yards, etc.	\$24,587.37
Grand total	\$76,786.60
(Miscellaneous Rents.)	
Building:	
Charlestown, Mass., N. Tufts & Sons, lessee	\$3,000.00
East Boston, Mass., National Dock & S. W. H. Co., lessee	624.08
Lawrence, Mass., J. Cahn, lessee	4,500.00
Lawrence, Mass., N. Morris & Co., lessee	1,500.00
Lowell, Mass., New England Tel. & Tel. Co., lessee	2,500.00
Lynn, Mass., Collins Hardware Co., lessee	1,200.00
Lynn, Mass., W. & E. W. LaCroix, lessee	1,236.56
Lynn, Mass., F. E. Gregory Co., lessee	1,000.00
Worcester, Mass., Scranton Coal Co., lessee	1,000.00

## Land:

Charlestown, Mass., Boston Ice Co., lessee . . . . .	\$1,500.00
Charlestown, Mass., G. I. Jones, lessee . . . . .	1,600.00
Charlestown, Mass., W. A. Taft, Tr. . . . .	1,500.00
Charlestown, Mass., J. C. Armour . . . . .	2,000.00
Charlestown, Mass., Winslow & Co., lessee . . . . .	666.64
Charlestown, Mass., D. Whiting & Sons, lessee . . . . .	1,750.00
Charlestown, Mass., Portland Stone Ware Co., lessee . . . . .	500.00
Fitchburg, Mass., C. A. Cross & Co., lessee . . . . .	1,000.00
Lynn, Mass., Swift & Co., lessee . . . . .	1,200.00
Somerville, Mass., Simpson Bros. Co., lessee . . . . .	1,200.00
Troy, N. Y., Peterson & Packer Coal Co., lessee . . . . .	1,000.00

## Building and wharf:

East Boston, Mass., U. S. Government, lessee . . . . .	1,800.00
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## Wharf:

East Boston, Mass., N. Y. C. & H. R. R. R., lessee . . . . .	12,000.00
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## Side tracks:

Various locations, various lessees . . . . .	5,388.55
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## Track materials:

Various locations, various lessees . . . . .	4,684.08
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## Miscellaneous:

Various locations, various lessees . . . . .	142,860.49
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Total . . . . .	\$197,210.40
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## Rents Payable.

(For Joint Facilities.)

## Joint tracks:

Between Troy and Albany, N. Y., Delaware & Hudson Co., lessor . . . . .	\$2,476.00
Between Lennoxville and Sherbrooke, P. Q., Grand Trunk Railway, lessor . . . . .	1,225.02
At Winchendon, Mass., Boston & Albany R. R., lessor . . . . .	700.08
Between Concord Junction and Acton Junction, Mass., N. Y. N. H. & H. R. R., lessor . . . . .	3,082.06
Total—joint tracks . . . . .	\$7,483.16

**Rents Payable—Continued.**(For Joint Facilities)—*Concluded.***Yards and terminals:**

Albany, N. Y., Delaware & Hudson Co., lessor	\$900.00
Albany, N. Y., N. Y. C. & H. R. R. R., lessor	448.11
Belchertown, Mass., Central Vermont Railway Co., lessor	122.21
Bellows Falls, Vt., Rutland R. R., lessor	6,568.83
Bellows Falls, Vt., Vermont Valley R. R., lessor	123.00
Claremont Junction, N. H., Sullivan County R. R., lessor	88.00
Concord Junction, Mass., N. Y., N. H. & H. R. R., lessor	480.00
Groveton, N. H., Grand Trunk Ry., lessor	293.00
Portland, Me., Portland Terminal Co., lessor	107,006.07
Rotterdam Junction, N. Y., N. Y. C. & H. R. R., lessor	300.09
Sherbroke, P. Q., Grand Trunk Ry., lessor	2,400.00
Springfield, Mass., Boston & Albany R. R., lessor	13,200.00
Troy, N. Y., Troy Union R. R., lessor	8,207.98
Ware, Mass., Boston & Albany R. R., lessor	560.42
Worcester, Mass., Boston & Albany R. R., lessor	18,241.29
Total—yards and terminals	\$158,939.00
Grand total	\$166,422.16

Rents Payable—*Continued.*

(For Lease of Road.)

ROAD LEASED.	Guar- anteed inter- est on bonds.	Guar- anteed divi- dends on stock.	Cash.	Total.
Fitchburg Railroad. ....		\$943,000	\$1,009,789.46	\$1,952,789.46
Concord & Montreal R. R. ....		556,948	304,109.16	861,057.16
Boston & Lowell R. R. ....		.....	855,187.57	855,187.57
Connecticut River R. R. ....		323,330	88,930.06	412,260.06
Connecticut & Pas- sumpsic Rivers Rd. ....		.....	233,147.26	233,147.26
Vermont & Massa- chusetts R. R. ....		.....	225,950.21	225,950.21
Northern Railroad.. ....		.....	220,503.58	220,503.58
Manchester & Law- rence R. R. ....	\$10,960	.....	102,224.98	113,184.98
Nashua & Lowell R. R. ....		.....	73,183.66	73,183.66
Lowell & Andover R. R. ....		.....	52,500.00	52,500.00
Pemigewasset Val- ley R. R. ....		.....	32,790.00	32,790.00
Concord & Ports- mouth R. R. ....		.....	25,000.00	25,000.00
Massawippi Valley Ry. ....		.....	24,000.00	24,000.00
Stony Brook R. R.. ....		.....	21,526.25	21,526.25
Wilton R. R. ....		.....	20,442.68	20,442.68
Peterborough R. R. ....		.....	19,605.37	19,605.37
Troy & Bennington R. R. ....		.....	15,400.00	15,400.00
Suncook Valley Rail- road ....		.....	12,625.50	12,625.50
Kennebunk & Ken- nebunkport R. R. ....		.....	2,925.00	2,925.00
New Boston R. R.. ....		.....	2,800.00	2,800.00
Total .....	\$10,960	\$1,823,278	\$3,342,640.74	\$5,176,878.74

**Rents Payable—Concluded.****(Miscellaneous Rents.)****Land:**

Troy, N. Y., N. Y. C. & H. R. R. R., lessor . . . . .	\$165.00
Lowell, Mass., Proprietors of Locks and Canals on Merrimack River, lessor . . . . .	3,472.47
Springfield, Mass., Hampden Park Association, lessor . . . . .	722.28

**Pole privilege:**

No. Adams, Mass., Richard Briggs, lessor . . . . .	250.00
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**Pipe privilege:**

Deerfield, Mass., Richard Sickels, lessor . . . . .	200.00
Deerfield, Mass., Edw. A. Rice, lessor . . . . .	100.00

**Sundries:**

Various locations, various lessors . . . . .	552.19
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\$5,461.94

**Hire of Equipment.****(Equipment Leased.)****Rents accrued receivable:**

Locomotives, St. Johnsbury & Lake Champlain Railroad, lessee (13 units) . . . . .	\$12,652.69
Passenger cars, St. Johnsbury & Lake Cham- plain R. R., lessee (13 units) . . . . .	2,874.35
Company's cars, St. Johnsbury & Lake Cham- plain R. R. (13 units) . . . . .	1,241.30
<b>Total (39 units) . . . . .</b>	<b>\$16,768.34</b>

**Hire of Equipment—Continued.**  
(Equipment Interchanged.)

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total com- pensation.
	Locomotive-Days or Car-Days.		Locomotive-Miles or Car-Miles.		
	Number.	Rate.	Number.	Rate.	
Accrued on equipment bor- rowed:					
Passenger locomotives.. }	2,181	\$4.50 to \$12.00	37,164	3 to 6c.	\$19,356.65
Freight locomotives .... }					
Work locomotives .....					
Passenger-train cars .....			4,129,607	1, 1 1/2, 2, 3c.	103,892.35
Freight-train cars.....	7,554,430	20, 25, 30, 35, 50c.	785,599	6/10, 3/4, 1c.	2,482,992.58
Total .....	7,556,611		4,952,370		\$2,606,241.58
Accrued on equipment loaned:					
Passenger locomotives... }	3,708	\$5.00 to \$12.00	6,199		\$21,875.54
Freight locomotives .... }					
Work locomotives .....					
Passenger-train cars.....	2,968	\$5.00, \$10.00, \$12.00, \$15.00	8,125,062	1 1/2, 2, 3, 5c.	184,613.01
Freight-train cars.....	4,589,397	20, 25, 30, 35, 50c.	5,795,152	6/10, 3/4, 1c.	1,538,654.24
Work cars .....	15,149	50, 75c., \$2.00, \$3.00, \$5.00.	.....	.....	14,096.38
Total .....	1,611,222		11,926,413		\$1,759,239.20

Hire of Equipment—*Concluded.*

(Private Cars.)

CARS USED.	Days.	Miles.	Rate.	Amount.
B. & M. R. R. system .....	26,817	.....	<div> <div>35c.</div> <div>50c.</div> <div>75c.</div> <div>Var.</div> </div>	\$241,875.90
Less proportion charged other roads* .....	93	.....	<div> <div>35c.</div> <div>50c.</div> <div>75c.</div> <div>Var.</div> </div>	8,114.73
B. & M. R. R. proportion .....	26,724	21,906,737		\$233,761.17

## Recapitulation of Hire of Equipment.

ACCOUNT.	Amount. receivable.	Amount. payable.
Equipment leased .....	\$16,768.34	.....
Equipment interchanged .....	1,759,239.20	\$2,606,241.58
Private cars .....	.....	233,761.17
Total .....	\$1,776,007.54	\$2,840,002.75
Balance (as shown in income account) .....	.....	\$1,063,995.21

\*By agreement the accounts of private car mileage accruing on the St. Johnsbury & Lake Champlain, Vermont Valley, Sullivan County, & York Harbor & Beach and Montpelier & Wells River railroads are settled by the Boston & Maine Railroad and no separate compilation of the total mileage of cars of each private car line on each of the above roads having been made, it would be difficult to show the individual mileages for each road.



## Taxes and Assessments.

STATE.	AD VALOREM TAX.		SPECIFIC TAX.		On traffic, or some physical property operated, or on privilege.	On property owned, not used in operation, and miscellaneous.	Internal revenue, U. S. government.	Total.
	On the value of real and personal property.	On value of stocks or bonds; or on valuation based on earnings, dividends, or other results of operation.	On stocks, bonds, loans, etc.	On gross or net earnings, revenue, or dividends.				
Massachusetts ..	\$574,553.85	\$379,870.20	.....	\$20,528.69	.....	\$105,292.05	.....	\$1,080,244.79
New Hampshire.	657,533.57	.....	.....	.....	.....	24,957.77	.....	682,491.34
Maine .....	2,925.90	.....	.....	165,361.02	.....	2,602.46	.....	176,889.38
Vermont .....	5,545.00	.....	\$210.00	51,218.40	.....	1,680.74	.....	58,654.14
New York.....	47,616.48	8,609.00	377.00	1,618.92	.....	.....	.....	58,221.40
Canada .....	1,112.02	.....	.....	.....	\$1,030.00	.....	.....	2,142.02
U. S. Government	.....	.....	.....	.....	.....	.....	\$34,220.81	34,220.81
Total .....	\$1,289,286.82	\$388,479.20	\$557.00	\$238,727.03	\$1,030.00	\$134,533.02	\$34,220.81	\$2,086,863.88

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**Important Changes During the Year—Entire Line.**

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All extensions of road put in operation; decrease in mileage by line abandoned or line straightened; all other important physical changes; other important financial changes:

All of the Company's right of way, tracks, terminal facilities, etc., situated in Portland, Me., and vicinity, were sold on July 1st, 1911, to the Portland Terminal Co. (formerly the Portland Union Ry. Sta. Co.), for \$2,581,567.90. Payment was made by a demand note for \$2,396,000, exchangeable for bonds of a like amount when issued and 1,850 shares of its capital stock rated at par \$100 each, the balance being in cash.

This sale resulted in a decrease of 17.52 miles of first, and 4.07 miles of second track owned, which was, however, offset by an arrangement for trackage rights over 19.00 additional miles of first track and 10.60 of second track, making a net increase at this point of 1.48 miles of first track and 6.53 miles of second track operated.

Other changes are as follows:—rearrangement of tracks at Worcester, Mass., caused a net increase of .07 mile of both first and second tracks; straightening of line between Durham and Madbury, N. H., resulted in a decrease of .13 mile of first track.

New second track has been built and put in operation as follows: between Lancaster, Mass., and Nashua, N. H., 20.60 miles; between Durham and Madbury, N. H., 2.12 miles, and at Gloucester, Mass., .18 mile, a total of 22.90 miles.

The Concord & Manchester Electric Branch (Concord & Montreal R. R.) has been shortened .73 mile, account of track taken up in Concord, N. H.

The mileage of side tracks shows a net decrease of 28.79 miles.

All leases taken or surrendered:

The lease of the Suncook Valley Railroad expired by limitation on December 31, 1911. A new lease of the property was taken on January 1, 1912, for a term of two years at an annual rental of \$10,551.00, being 3 percent on the outstanding capital stock with organization expenses of \$300.00 per annum.

All new stock issued:

During the year, 9,736 shares of common stock were issued, including 7,463 shares partly paid for in previous year and referred to in that report. Full-paid installment receipts for 20 shares had not been presented for exchange for stock certificates at the close of the fiscal year.

All changes in the respondent's holdings of stocks and funded debt:

250 shares of stock of the Portland Union Ry. Sta. Co., par value \$25,000, together with a scrip note of the same company for \$40,000, were exchanged for 650 shares of stock of the Portland Terminal Company, 1,850 additional shares of the latter company were received in payment for property sold, making a total of 2,500 shares, \$250,000. These shares were subsequently sold at \$125 each and the profit credited to Profit and Loss Account. Shares of other stocks have been purchased as follows:

25246 Maine Central R. R. Co. . . . .	\$2,527,696.00
2800 Boston & Lowell Rd. Corporation . .	617,448.47
3335 The Concord & Montreal R. R. . .	533,600.00
61 St. J. & L. C. R. R. Co. . . . .	213.50
4 York Harbor & Beach R. R. Co. . . .	100.00

All other important financial changes:

Notes payable at the close of the fiscal year consisted of \$12,000,000, 4% one-year coupon notes dated June 10th, 1912.

### Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
	Property investment:	
	Road and equipment—	
	Investment to June 30, 1907—	
\$45,641,171.01	Road .....	\$45,641,171.01
12,763,629.73	Equipment .....	12,763,629.73
\$58,404,800.74		\$58,404,800.74
	Investment since June 30, 1907—	
\$11,183,080.90	Road .....	\$9,685,281.02
14,900,918.98	Equipment .....	15,897,021.16
\$26,083,999.88		\$25,582,302.18
\$84,488,800.62		\$83,987,102.92
1,949,317.48	Reserve for accrued depreciation, Cr. ....	3,070,228.49
\$82,539,483.14	Total .....	\$80,916,874.43
	Securities—	
	Securities of proprietary, affiliated, and controlled companies—unpledged—	
\$8,288,814.75	Stocks .....	\$10,791,610.75
	Other investments—	
	Advances to proprietary, affiliated, and controlled companies for construction, equipment, and betterments .....	
\$1,289,952.72		\$1,865,832.40

\$218,759.73	Miscellaneous investments— Physical property .....	\$218,086.77
\$1,508,712.45	Total .....	\$2,083,919.17
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\$7,075,233.25	Working assets: Cash .....	\$7,868,034.03
\$12,193.56	Marketable securities— Stocks .....	\$1,163,455.47
545,618.50	Funded debt .....	545,618.50
\$557,812.06		\$1,709,073.97
\$607,370.73	Loans and bills receivable....	\$2,998,379.77
124,292.09	Traffic and car-service bal- ances due from other com- panies .....	58,111.94
1,428,692.74	Net balance due from agents and conductors.....	1,663,294.33
1,417,030.16	Miscellaneous accounts receiv- able .....	1,614,114.50
4,774,783.59	Materials and supplies.....	3,874,810.94
\$15,985,214.62	Total .....	\$19,785,819.48
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\$682.18	Accrued income not due: Unmatured interest, divi- dends, and rents receivable.	\$605.91
\$682.18	Total .....	\$605.91
<hr/>		
\$2,415,644.22	Deferred debit items: Temporary advances to pro- prietary, affiliated, and con- trolled companies .....	\$1,757,787.22
9,529.48	Working funds .....	7,491.82
26,451.66	Other advances .....	27,383.27
\$2,451,625.36		\$1,792,662.31
108,092.59	Rents and insurance paid in advance .....	100,624.22
8,280.00	Unextinguished discount on coupon notes .....	42,375.00
1,050,579.00	Special deposits .....	8,280.00
1,829,122.89	Cash and securities in sinking and redemption funds.....	1,098,280.96
\$5,427,699.86	Other deferred debit items...	1,898,562.26
\$113,750,607.00	Total .....	\$4,940,784.75
	Grand total .....	\$118,512,614.49

Comparative General Balance Sheet.—*Continued.*

June 30, 1911.	LIABILITIES.	June 30, 1912.
	Stock:	
\$38,529,790.70	Common stock not held by Co.	\$39,503,390.70
3,149,800.00	Preferred stock not held by Co. ....	3,149,800.00
382,750.00	Receipts outstanding for installments paid .....	2,000.00
\$42,062,340.70		\$42,655,190.70
6,453,416.02	Premiums realized on capital stock .....	6,501,620.14
\$48,515,756.72	Total .....	\$49,156,810.84
	Mortgage, bonded, and secured debt:	
	Funded debt—	
\$2,776,000.00	• Mortgage bonds, not held by company .....	\$2,776,000.00
	Plain bonds, debentures, and notes, held by company in sinking funds .....	\$440,000.00
41,073,000.00	Plain bonds, debentures, and notes, not held by company .....	40,633,000.00
		\$41,073,000.00
\$43,849,000.00	Total .....	\$43,849,000.00
	Working liabilities:	
\$6,250,000.00	Loans and bills payable.....	\$12,000,000.00
1,462,586.97	Traffic and car-service balances due to other companies .....	1,373,500.55
3,917,987.90	Audited vouchers and wages unpaid .....	3,063,644.20
1,109,058.03	Miscellaneous accounts payable .....	715,841.29
1,824,244.65	Matured interest, dividends, and rents unpaid .....	1,874,942.01
6,100.21	Matured mortgage, bonded and secured debt unpaid...	6,100.21
\$14,569,977.76	Total .....	\$19,034,028.26

	Accrued liabilities not due:	
\$820,253.41	Unmatured interest, divi-	\$841,238.96
539,032.38	dends, and rents payable...	532,215.70
	Taxes accrued .....	
<u>\$1,359,285.79</u>	Total .....	<u>\$1,423,454.66</u>
	Deferred credit items:	
	Unextinguished premiums on	
.....	outstanding funded debt....	.....
\$1,949,754.09	Other deferred credit items..	\$1,954,607.92
<u>\$1,949,754.09</u>	Total .....	<u>\$1,954,607.92</u>
	Appropriated surplus:	
	Additions to property since	
\$191,341.21	June 30, 1907, through in-	\$191,341.21
	come .....	
	Reserves from income or sur-	
	plus—	
1,030,579.02	Invested in sinking and re-	1,098,280.96
	demption funds .....	
<u>\$1,221,920.23</u>	Total .....	<u>\$1,289,622.17</u>
	Profit and loss:	
\$2,284,912.41	Balance .....	\$1,812,090.64
<u>\$113,750,607.00</u>	Grand total .....	<u>\$118,519,614.49</u>

## Employees and Salaries—Entire Line.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	18	5,579	\$161,107.53	\$28.88
Other officers .....	88	34,186	263,234.97	7.70
General office clerks.....	1,181	369,709	867,770.73	2.35
Station agents .....	743	260,734	603,143.76	2.31
Other station men.....	5,248	1,607,638	3,468,459.02	2.16
Enginemen .....	1,253	455,870	1,926,018.90	4.22
Firemen .....	1,260	455,078	1,202,885.46	2.64
Conductors .....	1,054	344,681	1,401,062.79	4.06
Other trainmen.....	3,085	986,231	3,045,819.99	3.09
Machinists .....	681	218,477	632,636.33	2.89
Carpenters .....	532	174,952	478,835.44	2.74
Other shopmen .....	3,721	1,160,855	2,650,254.50	2.28
Section foremen .....	671	216,412	591,118.63	2.73
Other trackmen .....	4,548	1,340,618	2,494,473.84	1.86
Switch tenders, crossing tenders, and watchmen	1,736	613,280	1,172,144.13	1.91
Telegraph operators and dispatchers .....	481	165,369	395,130.66	2.39
Employees—account float- ing equipment .....	41	3,464	4,529.90	1.31
All other employees and laborers .....	1,203	422,674	789,149.95	1.87
Total (including general officers) .....	27,544	8,835,807	\$22,147,776.53	\$2.51
Less general officers..	18	5,579	161,107.53	
Total (excluding gen- eral officers) .....	27,526	8,830,228	\$21,986,669.00	\$2.49
Distribution of above:				
Maintenance of way and structures .....	6,299	1,845,825	\$3,863,246.07	\$2.09
Maintenance of equip- ment .....	3,696	1,120,181	2,812,061.55	2.51
Traffic expenses.....	195	61,233	219,315.15	3.58
Transportation ex- penses .....	16,189	5,492,882	14,426,944.41	2.63
General expenses.....	598	183,041	542,548.94	2.96
Outside operations ....	567	132,645	283,660.41	2.14
Total (including general officers) .....	27,544	8,835,807	\$22,147,776.53	\$2.51
Less general officers..	18	5,579	161,107.53	
Total (excluding gen- eral officers) .....	27,526	8,830,228	\$21,986,669.00	\$2.49



### Traffic and Mileage Statistics—Entire Line.

#### Passenger traffic:

Number of passengers carried earning revenue . . . . .	49,284,076
Number of passengers carried one mile . . . . .	880,741,536
Number of passengers carried one mile per mile of road . . . . .	392,449
Average distance carried, miles . . . . .	17.87
Total passenger revenue . . . . .	\$15,693,674.78
Average amount received from each passenger . . . . .	.31843
Average receipts per passenger per mile . . . . .	.01782
Total passenger service train revenue . . . . .	17,958,221.93
Passenger service train revenue per mile of road . . . . .	8,001.99
Passenger service train revenue per train-mile . . . . .	1.47402

#### Freight traffic:

Number of tons carried of freight earning revenue . . . . .	23,694,987
Number of tons carried one mile . . . . .	2,460,990,977
Number of tons carried one mile per mile of road . . . . .	1,096,591
Average distance haul of one ton, miles . . . . .	103.86
Total freight revenue . . . . .	\$26,811,512.79
Average amount received for each ton of freight . . . . .	1.13153
Average receipts per ton per mile . . . . .	.01089
Freight revenue per mile of road . . . . .	11,946.92
Freight revenue per train-mile . . . . .	2.88561

#### Total traffic:

Operating revenues . . . . .	45,990,363.96
Operating revenues per mile of road . . . . .	20,492.81
Operating revenues per train-mile . . . . .	2.15206
Operating expenses . . . . .	35,087,295.34
Operating expenses per mile of road . . . . .	15,634.52
Operating expenses per train-mile . . . . .	1.64186
Net operating revenue . . . . .	10,903,068.62
Net operating revenue per mile of road . . . . .	4,858.29
Average number of passengers per car-mile . . . . .	21
Average number of passengers per train-mile . . . . .	72
Average number of passenger cars per train-mile . . . . .	4.87
Average number of tons of freight per loaded car-mile . . . . .	14.86
Average number of tons of freight per train-mile . . . . .	264.87
Average number of freight cars per train-mile . . . . .	24.76
Average number of loaded cars per train-mile . . . . .	17.82
Average number of empty cars per train-mile . . . . .	5.97
Average mileage operated during year . . . . .	2,244.22

<b>Locomotive mileage:</b>		
Revenue service—		
Freight locomotive-miles . . . .		10,522,698
Passenger locomotive-miles . . . .		12,531,826
Mixed locomotive-miles . . . .		218,302
Special locomotive-miles . . . .		110,193
Switching locomotive-miles . . . .		6,674,533
Total revenue locomotive mileage . .		30,057,557
Nonrevenue service locomotive-miles . .		637,082
<b>Car mileage:</b>		
Revenue service—		
Freight car-miles—		
Loaded . . . .	165,573,346	
Empty . . . .	55,444,258	
Caboose . . . .	9,051,932	
Total freight car-miles . . . .		230,069,536
Passenger car-miles—		
Passenger . . . .	36,127,223	
Sleeping, parlor, and ob- servation . . . .	6,218,133	
Other passenger-train cars . . . .	16,951,028	
Total passenger car-miles . . . .		59,306,384
Special car-miles—		
Freight—loaded . . . .	36,345	
Freight—empty . . . .	1,907	
Caboose . . . .	3,553	
Passenger . . . .	266,181	
Sleeping, parlor, and ob- servation . . . .	42,335	
Other passenger-train cars . . . .	205,841	
Total special car-miles . . . .		556,162
Total revenue car mileage . . . .		289,932,082
Nonrevenue service car-miles . . . .		3,325,164
<b>Train mileage:</b>		
Revenue service—		
Freight train-miles . . . .	9,081,055	
Passenger train-miles . . . .	11,972,750	
Mixed train-miles . . . .	210,415	
Special train-miles . . . .	106,214	
Total revenue train mileage . . . .		21,370,434
Nonrevenue service train-miles . . . .		474,592

## Freight Traffic Movement—Entire Line.

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight received from connecting roads and other carriers.	Whole Tons.	Per cent.
Products of agriculture:				
Grain .....	103,752	1,074,925	1,178,677	4.97
Flour .....	117,973	319,329	437,302	1.84
Other mill products....	66,178	302,439	368,617	1.56
Hay .....	103,554	440,943	544,497	2.30
Tobacco .....	12,537	17,551	30,088	.13
Cotton .....	.....	231,798	231,798	.98
Fruit and vegetables....	207,624	623,571	831,195	3.51
Other products of agriculture .....	34,617	62,676	97,293	.41
Total .....	646,235	3,073,232	3,719,467	15.70
Products of animals:				
Live stock .....	47,549	87,210	134,759	.57
Dressed meats .....	101,759	156,159	257,918	1.09
Other packing-house products .....	105,084	68,572	173,656	.73
Poultry, game, and fish.	57,881	23,587	81,468	.34
Wool .....	81,083	42,746	123,829	.52
Hides and leather .....	102,269	105,200	207,469	.88
Other products of animals .....	20,455	5,373	25,828	.11
Total .....	516,080	488,847	1,004,927	4.24
Products of mines:				
Anthracite coal .....	.....	1,736,404	1,736,404	7.33
Bituminous coal .....	.....	2,885,636	2,885,636	12.18
Coke .....	125,538	69,954	195,492	.83
Ores .....	32,226	56,623	88,849	.37
Stone, sand, and other like articles .....	974,591	336,170	1,310,761	5.53
Other products of mines	21,439	19,935	41,374	.17
Total .....	1,153,794	5,104,722	6,258,516	26.41

## Freight Traffic Movement—Entire Line.

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight received from connecting roads and other carriers.	Whole Tons.	Per cent.
Products of forests:				
Lumber .....	990,926	1,305,887	2,296,813	9.69
Other products of forests .....	335,421	362,982	698,403	2.95
Total .....	1,326,347	1,668,869	2,995,216	12.64
Manufactures:				
Petroleum and other oils .....		230,755	230,755	.97
Sugar .....		203,607	203,607	.86
Naval stores .....	23,378	24,161	47,539	.20
Iron, pig and bloom....	40,057	116,109	156,166	.66
Iron and steel rails....	32,361	64,158	96,519	.41
Other castings and machinery .....	222,785	177,307	400,092	1.69
Bar and sheet metal....	25,214	69,379	94,593	.40
Cement, brick, and lime	378,378	297,629	676,007	2.85
Agricultural implements	31,877	17,926	49,803	.21
Wagons, carriages, tools, etc. ....	25,838	15,777	41,615	.18
Wines, liquors, and beers	169,451	49,624	219,075	.93
Household goods and furniture .....	93,595	38,993	132,588	.56
Other manufactures ....	1,656,645	937,242	2,593,887	10.94
Total .....	2,699,579	2,242,667	4,942,246	20.86
Merchandise .....	776,019	1,005,528	1,781,547	7.52
Miscellaneous .....	1,732,357	1,260,711	2,993,068	12.63
Total tonnage—entire line .....	8,850,411	14,844,576	23,694,987	100.00

## Description of Equipment—Entire Line.

ITEM.	Number on June 30, 1911.	Number added during year.	Number retired during year.	Number on June 30, 1912.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Electric* .....	5	...	...	5	5	5
Passenger .....	474	...	29	445	445	445
Freight .....	501	1	27	475	475	475
Switching .....	252	11	16	247	247	247
Total locomotives in service .....	1,232	12	72	1,172	1,172	1,172
Less locomotives leased .....	501	...	52	449	449	449
Total locomotives owned .....	731	12	20	723	723	723
Cars—owned or leased:						
In passenger service—						
First-class cars .....	1,135	120	23	1,232	1,232	1,232
Second-class cars .....	10	...	...	10	10	10
Combination cars .....	241	31	15	257	257	257
Dining cars .....	12	...	...	12	12	12
Parlor cars .....	9	...	...	9	9	9
Baggage, express, and postal cars .....	346	82	36	392	392	392

Electric street railway cars.....	58	...	...	...	58	49	.....
Other cars in passenger service.....	99	3	...	...	102	102	.....
Total .....	1,910	236	74	...	2,072	2,063	2,014
In freight service—							
Box cars .....	14,249	38	474	...	13,813	13,813	13,813
Flat cars .....	2,129	109	217	...	2,021	2,021	2,021
Stock cars .....	146	...	5	...	141	141	141
Coal cars .....	8,911	5	215	...	8,701	8,701	8,701
Refrigerator cars .....	381	...	11	...	370	370	370
Other cars in freight service.....	64	300	...	...	364	300	300
Total .....	25,880	452	922	...	25,410	25,346	25,346
In company's service—							
Officers' and pay cars.....	7	...	...	...	7	7	7
Air brake instruction cars.....	1	...	...	...	1	1	1
Gravel cars .....	241	1	205	...	37	...	.....
Derrick cars .....	66	1	5	...	62	56	61
Caboose cars .....	457	...	11	...	446	446	446
Other road cars .....	785	43	46	...	782	759	773
Total .....	1,557	45	267	...	1,335	1,269	1,288
Total cars in service.....	29,347	733	1,263	...	28,817	28,678	28,648
Less cars leased .....	8,497	166	812	...	7,851	7,735	7,706
Total cars owned .....	20,850	567	451	...	20,966	20,943	20,942

\*Three freight and two passenger locomotives for use in and near Hoosac Tunnel.

## Equipment Owned or Leased Not in Service.

ITEM.	Number on June 30, 1911.	Number added during year.	Number retired during year.	Number on June 30, 1912.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
Locomotives .....	14	..	1	13	13	13
Cars in passenger service .....	6	7	..	13	13	13
Cars in company's service .....	7	6	..	13	13	13
Total cars .....	13	13	..	26	26	26



## Mileage—Entire Line.

(Mileage of Road Operated.)

LINE IN USE.	Main line owned.	Branches and spurs owned.	Line operated under lease.	Line operated under contract, etc.	Line operated under track-age rights.	Total mileage operated.	New line constructed during the year.	Iron rails.	Steel rails.
Miles of single track.....	524.54	200.89	1,536.04	.59	28.96	2,291.02	.....	.....	2,262.06
Miles of second track.....	203.45	31.98	333.58	....	20.10	589.11	22.90	.....	569.01
Miles of third track.....	2.56	.....	5.83	.....	.....	8.39	.....	.....	8.39
Miles of fourth track.....	.....	.....	2.02	.....	.....	2.02	.....	.....	2.02
Miles of yard track and sidings	328.82	70.78	912.54	.....	.....	1,312.11	.....	104.90	1,207.24
Total mileage operated (all tracks) .....	1,059.37	303.65	2,790.01	.59	49.06	4,202.68	22.90	104.90	4,018.72

Includes mileage of electric street railways, as shown on page 351.

## Mileage—Entire Line. —Continued.

(Mileage of Line Operated.)

STATE.	Main line owned.	Branches and spurs owned.	Line operated under lease.	Line operated under contract, etc.	Line operated under track- age rights.	Total mileage operated.	New line constructed during year.	Iron rails.	Steel rails.
Massachusetts .....	213.23	122.54	446.68	.59	4.42	787.46	...	...	783.04
New Hampshire .....	179.17	75.08	805.75	...	...	1,060.00	...	...	1,060.00
Maine .....	132.14	3.27	4.50	...	19.56	159.47	...	...	139.91
Vermont .....	.....	.....	123.95	...	...	123.95	...	...	123.95
New York .....	.....	.....	119.70	...	2.03	121.73	...	...	119.70
Canada .....	.....	.....	35.46	...	2.95	38.41	...	...	35.46
Total mileage operated (single track) .....	524.54	200.89	1,536.04	.59	28.96	2,291.02	....	....	2,262.06

Includes mileage of electric street railways, as shown on page 351.

# **Mileage—Entire Line.—Concluded.**

(Mileage of Line Owned.)

STATE.	Main line.	Branches and spurs.	Total mileage.	Steel rails.
Massachusetts .....	213.23	122.54	335.77	335.77
New Hampshire .....	179.17	75.08	254.25	254.25
Maine .....	132.14	3.27	135.41	135.41
Total mileage owned (single track).....	524.54	200.89	725.43	725.43

Includes mileage of electric street railways as shown below.

## **Electric Street Railways.**

	Miles owned.	Miles leased.	Total operated.
Single track .....	18.10	28.70	46.80
Side track .....	1.14	2.02	3.16
Total (all steel) .....	19.24	30.72	49.96

## Mileage—State of New Hampshire.

LINE IN USE.	Main line owned.	Branches and spurs owned.	Line operated under lease.	Total mileage operated.	New line constructed during the year.	Iron rails.	Steel rails.
Mileage of road operated:							
Miles of single track .....	179.17	75.08	805.75	1,060.00	....	....	1,060.00
Miles of second track .....	57.15	....	40.68	97.83	6.45	....	97.83
Miles of third track .....	....	....	1.35	1.35	....	....	1.35
Miles of yard track and sidings .....	62.54	15.05	309.62	387.21	....	45.50	341.71
Total mileage operated (all tracks)	298.86	90.13	1,157.40	1,546.39	6.45	45.50	1,500.89
Mileage of line operated:							
New Hampshire (single track) .....	179.17	75.08	805.75	1,060.00	....	....	1,060.00
Mileage of line owned:							
New Hampshire (single track) .....	179.17	75.08	254.25	.....	....	....	254.25

Mileage of electric street railway branches is included above, and detail will be found on page 351.

## Renewals of Rails and Ties.

## NEW RAILS LAID DURING YEAR.

KIND.	Tons.	Weight per yard—lbs.	Average price per ton at dis- tributing point.
Entire line:			
Steel—			
New .....	16,084.48	85 to 100	\$31.47
New Hampshire:			
Steel—			
New .....	7,807.33	85 to 100	31.60

## NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distrib- uting point.
Entire line:		
Cedar .....	718,891	\$0.512
Chestnut .....	493,598	.556
Oak .....	66,403	.547
Hard pine .....	135,748	.773
Switch (60 ft.) .....	51,488	1.214
Total .....	1,466,128	\$0.577
New Hampshire:		
Cedar .....	274,744	\$0.445
Chestnut .....	188,550	.485
Oak .....	21,549	.476
Hard pine .....	53,871	1.143
Switch (60 ft.) .....	13,362	1.142
Total .....	552,076	\$0.545

## Consumption of Fuel by Locomotives—Entire Line.

LOCOMOTIVES.	Bituminous coal—tons.	Coke— tons.	Total fuel consumed —tons.	*Miles run.	Average lbs. con- sumed per mile.
Revenue service:					
Freight .....	817,590	.....	817,590	10,382,489	157.49
Passenger .....	588,164	78,753	666,917	12,481,043	106.87
Mixed .....	9,811	.....	9,811	218,302	89.88
Special .....	5,436	.....	5,436	110,198	98.66
Switching .....	181,504	75,664	257,168	6,674,533	77.06
Nonrevenue service.....	32,675	.....	32,675	637,082	102.58
Total .....	1,635,180	154,417	1,789,597	30,503,647	117.34
Averaging cost at distributing point .....	\$2.76	\$2.99	\$2.78		

\*Does not include electric locomotives.

## Accidents to Persons—State of New Hampshire.

KIND OF ACCIDENT.	RAILWAY EMPLOYEES.							
	Trainmen.		Trackmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or un- coupling .....	..	1	..	..	..	..	..	1
Collisions .....	1	..	..	..	..	..	1	..
Struck by trains, locomotives, or cars .....	4	..	..	..	1	..	5	..
Overhead ob- struction .....	2	..	..	..	..	..	2	..
Other causes.....	..	..	..	..	..	2	..	2
Total.....	7	1	..	..	1	2	8	3



## Accidents to Persons—Continued.

KIND OF ACCIDENT.	OTHER PERSONS.				Total.	
	Trespassing		Not trespassing.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Falling from trains, locomotives, or cars.....	2	..	..	..	2	..
Jumping on or off trains, locomotives, or cars....	..	1	..	..	..	1
Struck by trains, locomotives, or cars—						
At highway crossings..	..	..	9	3	9	3
At stations.....	5	..	..	..	5	..
At other points along track .....	17	2	..	..	17	2
Total .....	24	3	9	3	33	6
Summary:						
Railway employees .....					8	3
Passengers .....					..	..
Postal clerks, etc.....					..	..
Other persons .....					33	6
Grand total .....					41	9
Characteristics of Road—Entire Line.						
Alignment:						
Number of curves . . . . .					4,196	
Aggregate length of curved line, miles . . . . .					820.29	
Length of straight line, miles . . . . .					1,394.97	
Profile:						
Length of level line, miles . . . . .					355.82	

Ascending grades—	
Number . . . . .	1,252
Sum of ascents, feet . . . . .	33,627
Aggregate length of ascending grades, miles	1,049.76
Descending grades—	
Number . . . . .	1,139
Sum of descents, feet . . . . .	25,298
Aggregate length of descending grades, miles	809.68

# Characteristics of Road—Entire Line.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggre- gate length —feet.	Mini- mum length —feet.	Maxi- mum length —feet.	ITEM.	No.	Height of lowest above surface of rail.
							Ft. In.
Bridges:							
Stone .....	169	4,567	10	324	Overhead highway crossings:		
Iron .....	719	59,356	10	1,492	Bridges .....	311	14 5
Wooden .....	438	20,177	10	863	Trestles .....	137	14 9
Total .....	1,326	84,100	..	....	Total .....	448	
Trestles .....	242	41,031	11	2,741	Overhead railway crossings:		
Tunnels .....	4	27,612	418	25,081	Bridges .....	13	14 11
					Tunnels .....	4	14 6

Gage of track, 4 feet, 8½ inches. 2,262.06 miles.

## Characteristics of Road—State of New Hampshire.

## BRIDGES, TRETTLES, TUNNELS, ETC.

ITEM.	No.	Aggre- gate length —feet.	Mini- mum length —feet.	Maxi- mum length —feet.	ITEM.	No.	Height of lowest above surface of rail.	
							Ft.	In.
Bridges:								
Stone .....	46	1,233	10	324	Overhead highway crossings:	68	15	1
Iron .....	221	19,987	10	691	Bridges .....	48	15	8
Wooden .....	327	15,866	10	465	Trestles .....			
Total .....	594	37,086	..	....	Total .....	116		
Trestles .....	135	14,437	11	1,302	Overhead railway crossings:	2		
					Bridges .....		17	

Gage of track, 4 feet, 8½ inches, 1,060 miles.

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**Telegraph.**

(Owned.)

## Line and wire:

Miles of line . . . . .	140.54
Miles of wire . . . . .	365.29
(Operated by Western Union Telegraph Co.)	
(Owned by the Fitchburg R. R.—a leased road.)	

## Line and wire:

Miles of line . . . . .	235.11
Miles of wire . . . . .	597.60
(Operated by Western Union Telegraph Co.)	
(Owned by another company, but located on property of the Boston & Maine Railroad.)	

## Line and wire:

Miles of line . . . . .	2,015.46
Miles of wire . . . . .	12,739.48
(Owned and operated by Western Union Telegraph Co.)	

## Line and wire:

Miles of line . . . . .	35.46
Miles of wire . . . . .	92
(Owned and operated by Great North Western Telegraph Co.)	

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# REPORT

## OF THE

# CONCORD & CLAREMONT ( N. H. ) RAILROAD

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

CONCORD & CLAREMONT (N. H.) RAILROAD,  
1023 OLD SOUTH BUILDING, BOSTON, MASS.

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### Principal Officers.

President . . . .	Alvah W. Sulloway .	Franklin, N. H.
Treasurer . . . .	George U. Crocker .	1023 Old So. Bldg., Boston, Mass.
Clerk of Corporation	George W. Stone . .	Andover, N. H.
Assistant Treasurer .	Frank J. Sulloway .	Franklin, N. H.

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### Directors.

Alvah W. Sulloway . . . .	Franklin, N. H.
Warren F. Daniel . . . .	Franklin, N. H.
Augustus E. Scott . . . .	Boston, Mass.
George A. Tenney . . . .	Claremont, N. H.
Charles H. Fish . . . .	Dover, N. H.
Frank J. Sulloway . . . .	Franklin, N. H.
Albert S. Wetherell . . . .	Exeter, N. H.

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### General Exhibit for the Year.

Rental received from lease of road . . . .	\$22,500.00
Interest on funded debt . . . .	22,500.00
Net divisible income . . . .	\$0.00

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Amount of deficit June 30, 1911 . . . . .	\$35,439.34
Total deficit June 30, 1912 . . . . .	\$35,439.34

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### General Balance Sheet.

#### Assets.

Cost of road . . . . .	\$1,131,206.38
Profit and loss balance—deficit . . . . .	35,439.34
Total . . . . .	\$1,166,645.72

#### Liabilities.

Capital stock, common . . . . .	\$412,400.00
Funded debt . . . . .	500,000.00
Miscellaneous current liabilities . . . . .	254,245.72
Total . . . . .	\$1,166,645.72

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### Capital Stock.

Capital stock authorized by law, common . . . . .	\$412,400.00
Capital stock authorized by votes of company, common . . . . .	412,400.00
Capital stock issued and outstanding, common . . . . .	412,400.00
Number of shares issued and outstanding, common . . . . .	4,124
Number of stockholders, common . . . . .	5
Number of stockholders in New Hampshire, common . . . . .	4
Amount of stock held in New Hampshire, common . . . . .	400,700.00

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### Railroad Owned.

Length of main line in New Hampshire . . . . .	70.90 miles
Total length of main line . . . . .	70.90
Length of side track, etc., in New Hampshire . . . . .	12.11
Total length of side track, etc. . . . .	12.11
Length of track owned in New Hampshire . . . . .	83.01
Total length of track owned . . . . .	83.01

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**Funded Debt.**

First mortgage bonds:

Amount outstanding . . . . .	\$500,000.00
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Interest paid during the year . . . . .	22,500.00
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Date of maturity, July 1, 1914.	
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Rate of interest, $4\frac{1}{2}\%$ .	
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# REPORT

OF THE

## CONCORD & MONTREAL RAILROAD

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

THE CONCORD AND MONTREAL RAILROAD,

CONCORD, N. H.

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### Principal Officers.

President . . . .	Benjamin A. Kimball	Concord, N. H.
Treasurer . . . .	John F. Webster . .	Concord, N. H.
Clerk of Corporation	William M. Chase . .	Concord, N. H.

(See Boston & Maine Railroad report for other officers.)

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### Directors.

Benjamin A. Kimball . . . .	Concord, N. H.
Walter M. Parker . . . .	Manchester, N. H.
George M. Kimball . . . .	Concord, N. H.
Arthur H. Hale . . . .	Manchester, N. H.
Benjamin C. White . . . .	Concord, N. H.
Frank P. Carpenter . . . .	Manchester, N. H.
Sumner Wallace . . . .	Rochester, N. H.
William H. Moses . . . .	Tilton, N. H.

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**General Exhibit for the Year.**

Rental received from lease of road to the Boston & Maine R. R. . . . .	\$861,057.16
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## In detail as follows:

Dividends on stocks . . .	\$556,948.00
Interest on bonds . . .	276,555.00
Additions and improvements . . .	27,554.16

Gross income . . . . .	\$861,057.16
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## Expenses and charges upon income accrued during the year:

Interest on funded debt . . .	\$276,555.00
Additions and improvements, paid from income, 1912 . . .	27,554.16

Total expenses and charges upon income . . . . .	\$304,109.16
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Net divisible income . . . . .	\$556,948.00
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## Dividends declared:

(12 shares, classes 2 and 3, not entitled to dividends.)

7% on \$7,856,400 . . . . .	\$549,948.00
1¼% on \$400,000 . . . . .	7,000.00

Total dividends declared . . . . .	556,948.00
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Surplus for the year ending June 30, 1912 . . . . .	\$0.00
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Amount of surplus June 30, 1911 . . . . .	431,800.46
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## Credits to profit and loss account during year:

Premium on sale of 4,000 shares	
Class 4 stock . . . . .	\$240,000.00
Less expense of sale . . . . .	467.88

Total credits . . . . .	\$239,532.12
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## Debits to profit and loss account during year:

Purchase of 9 shares of the Boston, Concord & Montreal R. R. . . . .	1,057.00
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Net amount credited to profit and loss . . . . .	238,475.12
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Total surplus June 30, 1912 . . . . .	\$670,275.58
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### General Balance Sheet.

#### Assets.

#### Cost of road and equipment:

General . . . . .	\$12,942,033.67
General, through income, 1911 . . . . .	36,059.00
General, through income, 1912 . . . . .	27,554.16
Concord & Manchester Electric Branch . . . . .	475,619.74
Concord Street Railway . . . . .	489,315.12

#### Electric line and hotel, Mt. Washington:

Hotel . . . . .	\$7,083.00
Engineering . . . . .	10,532.98
	<hr/>
	17,615.98

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\$13,988,197.67

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#### Sundry investments:

Land and water power privilege, Franklin, N. H. . . . .	\$437,945.24
Manchester & Keene Railroad, one-half . . . . .	317,459.75
Pemigewasset Valley Stage Line, one-half . . . . .	1,733.35
Fabyan Hotel property . . . . .	178,107.32
Rindge's Wharf property, Portsmouth, N. H. . . . .	51,507.72
Walker Wharf property, Portsmouth, N. H. . . . .	21,000.00

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\$1,007,753.38

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#### Capital stock and bonds:

Pemigewasset Valley R. R., 381 shares . . . . .	\$38,100.00
Franklin & Tilton R. R., 1,328 shares . . . . .	134,111.39
Suncook Valley R. R., 630 3-5 shares . . . . .	63,060.00
Mt. Washington Ry. Co., 2,115 shares . . . . .	211,500.00
New Boston R. R., 240 shares . . . . .	24,000.00
Nashua & Acton R. R., 3,000 shares . . . . .	300,000.00

#### Stocks and bonds from Boston,

#### Concord & Montreal R. R.:—

Lake Champlain & St. Lawrence Junction Ry., 1,750 shares . . . . .	\$66,795.31
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Montreal & Atlantic Ry., 640 shares . . . . .	40,000.00
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Woodsville Aqueduct Co., 200 shares . . . . .	8,419.78
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Wells River Bridge Co., 52 shares . . . . .	3,467.50
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118,682.59

Wells River Bridge Co., account . . . . .	15,000.00
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\$904,453.98

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Cash . . . . .	\$759.11
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Boston & Maine Railroad, lease account . . .	\$51,864.83
Boston & Maine Railroad, account Concord & Montreal R. R., improvement account . . .	19,681.69
Pemigewasset Valley Railroad, construction . . .	40,598.09
New Boston Railroad, construction . . .	3,004.85
	<hr/>
	\$16,016,313.60
	<hr/>
<i>Liabilities.</i>	
Capital stock, Class 1 . . . . .	\$800,000.00
Capital stock, Class 2 . . . . .	540,400.00
Capital stock, Class 3 . . . . .	459,600.00
Capital stock, Class 4 . . . . .	6,457,600.00
	<hr/>
Total capital stock . . . . .	\$8,257,600.00
Funded debt . . . . .	7,023,500.00
Current liabilities:	
Additions to property through income, 1911 . . . . .	\$36,059.00
Additions to property through income, 1912 . . . . .	27,554.16
	<hr/>
	\$63,613.16
Dividends not called for (B. C. & M. R. R.) . . . . .	723.00
Matured interest coupons unpaid (B. C. & M. R. R.) . . . . .	428.00
Organization account (B. C. & M. R. R.) . . . . .	173.86
	<hr/>
Total current liabilities . . . . .	64,938.02
Profit and loss balance—surplus . . . . .	670,275.58
	<hr/>
Total . . . . .	\$16,016,313.60
	<hr/>

### Property Account.

Expenditures made by the Boston & Maine Railroad for additions to and permanent improvements upon the property of The Concord & Montreal Railroad, for advances for redemption of the Improvement Mortgage Bonds of the Boston, Concord & Montreal Railroad, and for the purchase of stock of the Boston, Concord & Montreal Railroad.

Manchester & Keene R. R.

Land at Harrisville, N. H.

From Geo. B. Leighton, deed No. 3272, to B. & M. R. R., dated Sept. 27, 1911, ½ .

\$200.00

Cattle pass at Hancock, N. H.	
From Ella A. Robinson et al. deed No. 3331, Ella A. Robinson, guardian, to B. & M. R. R., dated Feb. 5, 1912, $\frac{1}{2}$ . . . .	\$19.00
Rebuilding bridge, No. 101, So. Bennington, N. H., No. 111, Elmwood, N. H., and No. 139, Marlboro, N. H., Manchester & Keene R. R. (Not completed). Total expenditures, \$18,383.84. (Rest. Val., \$5,800), C. & M. R. R., proportion $\frac{1}{2}$ . . . . .	9,191.92
	<hr/> \$9,410.92 <hr/>
Concord & Manchester Electric Branch.	
Land at Hooksett, N. H.	
From Irene A. Wheat to C. & M. R. R., dated June 25, 1912 . . . . .	\$300.00
	<hr/> \$300.00 <hr/>
Fabyan House.	
Set bowls (completed) . . . . .	\$256.51
	<hr/> \$256.51 <hr/>
New Boston R. R.	
Turntable at New Boston, N. H. (completed)	\$1,940.91
	<hr/> \$1,940.91 <hr/>
Pemigewasset Valley R. R.	
Rebuilding bridges (Rest. Val., \$11,600) (not completed) . . . . .	\$4,817.84
	<hr/> \$4,817.84 <hr/>
Electric line and hotel, Mt. Washington.	
Hotel, \$7,083.00 (includes cost of plans and engineering). Electric line, \$10,532.98 (all engineering) (not completed) . . . .	\$17,615.98
	<hr/> \$17,615.98 <hr/>
Profit and loss account.	
February, 1912, 9 shares Boston, Concord & Montreal R. R. stock . . . . .	\$1,057.00
April, 1912, deficiency to pay bonds due January 1, 1911 . . . . .	10,003.42
	<hr/> \$11,060.42 <hr/>

Franklin & Tilton R. R.	
Improvements on F. & T. R. R., years 1908, 1909 and 1910—50% (Scales)	\$1,324.42
	<hr/> \$1,324.42
Land and water privilege, Franklin, N. H.	
Constructing electric power plant (com- pleted)	\$4,707.90
	<hr/> \$4,707.90
Concord & Montreal Railroad.	
Land at Winnisquam, N. H.	
From Harvey A. Jewett, deed No. 3236, to B. & M. R. R., dated June 30, 1911	\$100.00
Land at Rumney, N. H.	
From Joel A. Wright, deed No. 3043, to B. & M. R. R., dated May 31, 1910	\$200.00
From Carl C. Reed, deed No. 3269, to B. & M. R. R., dated Oct. 31, 1911	140.00
	<hr/> 340.00
Land and water rights, Whitefield, N. H.	
From Albert W. Johnson, deed No. 3342, to B. & M. R. R., dated Feb. 13, 1912	50.00
Land at Hedding, N. H.	
From Hedding Camp Meeting Assn., deed No. 3324, to B. & M. R. R., dated Jan. 22, 1912	175.00
Land at Concord, N. H.	
From James M. Blake, deed No. 3325, to C. & M. R. R., dated Feb. 1, 1912	\$7,134.00
Services	54.67
	<hr/> 7,188.67
Cattle pass at Henniker, N. H.	
From Sam K. Paige et al., deed No. 3262, to B. & M. R. R., dated Aug. 3, 1911	200.00
Improvement in shop facilities, Concord, N. H. (not completed)	50,664.48
Rebuilding bridges north of Woodsville, N. H.	
Rest. Val., \$19,000 (completed)	311.91
Change of line bridge, No. 108, Bath, N. H.	
Rest. Val., \$29,000 (not completed)	22,863.64
Engine house, shop, etc., Woodsville, N. H.	
Rest. Val., \$31,000 (completed)	1,042.73
Rebuilding bridge, No. 26, Laconia, N. H.	
Rest. Val., \$4,200 (completed)	4,054.49
Rebuilding bridge, No. 51, Plymouth, N. H.	
Rest. Val., \$6,400 (completed)	208.96



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Rebuilding bridge, No. 54, Quincy, N. H.	
Rest. Val., \$9,100 (completed) . . . .	\$201.74
Station buildings, Canterbury, N. H.	
Rest. Val., \$1,400 (completed) . . . .	3,452.04
Passenger Station, Cherry Mountain, N. H.	
Rest. Val., \$1,250 (completed) . . . .	705.77
New station, etc., Swainboro, N. H. (not completed)	2,468.15
New freight house, Berlin, N. H. (completed)	1,516.14
Addition to baggage building, Littleton, N. H.	
Rest. Val., \$254.15 (completed) . . . .	289.39
Addition to engine house, Manchester, N. H. (not completed)	278.65
Station heating, Manchester, N. H. (not completed)	467.72
Water tank, Whitefield, N. H. (completed) .	810.63
Water tank and foundations, Woodsville, N. H.	
Rest. Val., \$1,649.50 (completed) . . . .	311.30
Water supply, Tilton, N. H.	
Rest. Val., \$1,750 (completed) . . . .	890.25
Water supply, Centre Barnstead, N. H. (not completed)	305.82
Rebuilding bridge, No. 29, Lakeport, N. H.	
Rest. Val., \$2,700 (completed) . . . .	2,012.63
Rebuilding bridge, No. 71, Nashua, N. H.	
Rest. Val., \$18,000 (not completed) . . .	10,252.31
Rebuilding bridge, No. 120, Littleton, N. H.	
Rest. Val., \$4,600 (completed) . . . .	7,518.13
Rebuilding bridge, No. 242, Cherry Mountain, N. H.	
Rest. Val., \$985 (completed) . . . .	216.17
Turntable, Plymouth, N. H.	
Rest. Val., \$4,000 (not completed) . . .	1,382.39
Crossing gates, Manchester, N. H. (completed)	512.12
Warning bells, Manchester, N. H.	
Dean. Bridge, and Mechanics streets (completed)	533.25
Crossing bells, Manchester, N. H.	
Willow, Beech, and Union streets (not completed)	1,153.09
Crossing bells, Manchester, N. H.	
Wilson street (completed) . . . .	205.53
Crossing bells, Plymouth, N. H. (completed)	209.42
Crossing bells, Manchester, N. H.	
Paper Mill Crossing (completed) . . . .	639.98
Fire protection, car barns, Concord, N. H. (completed)	578.96

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Drains in engine house, Woodsville, N. H.	
Rest. Val., \$380 (not completed)	\$463.40
Ballasting, Nashua Junction to Manchester, N. H.	
Rest. Val., \$13,300 (not completed)	3,349.45
Culvert, Bath, N. H.	
Rest. Val., \$500 (not completed)	476.31
Block signals (not completed)	34,294.45
	<hr/>
	\$162,695.07
<b>Cr.</b>	
Hooksett, N. H., coal shed abandoned	\$815.00
Wentworth, N. H., coal shed abandoned	960.00
Gilford, N. H., sale of land	300.00
Side tracks	2,372.10
	<hr/>
	4,447.10
	<hr/>
	\$158,247.97
<b>SUMMARY.</b>	
Manchester & Keene R. R.	\$9,410.92
Concord & Manchester Electric Branch	300.00
Fabyan House property	256.51
New Boston R. R.	1,940.91
Pemigewasset Valley R. R.	4,817.84
Electric line and hotel, Mt. Washington	17,615.98
Profit and loss account	11,060.42
Franklin & Tilton R. R.	1,324.42
Land and water privilege, Franklin, N. H.	4,707.90
Concord & Montreal R. R.	
General construction account	158,247.97
	<hr/>
Total amount expended	\$209,682.87
<hr/>	
<b>Capital Stock.</b>	
Capital stock authorized by law, all classes	\$8,610,000.00
Capital stock authorized by votes of company, all classes	8,260,000.00
(24 shares, class 4, authorized have not been issued.)	
<b>Capital stock issued and outstanding:</b>	
Class 1	\$800,000.00
Class 2	540,400.00
Class 3	459,600.00
Class 4	6,457,600.00
	<hr/>
Total capital stock outstanding	8,257,600.00
Total capital stock liability	8,257,600.00
	<hr/>

Number of shares issued and outstanding:		
Class 1	.	8,000
Class 2	.	5,404
Class 3	.	4,596
Class 4	.	64,576
Total number of shares outstanding		82,576
Number of stockholders, all classes		2,338
Number of stockholders in New Hampshire		1,614
Amount of stock held in New Hampshire, all classes		\$6,759,400.00

### Funded Debt.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during year.
Mortgage bonds:				
Boston, Concord & Montreal R. R. (old)		1889	\$300.00	
Boston, Concord & Montreal R. R. (old)		1865	200.00	
Concord & Montreal R. R.....	4%	June 1, 1920	5,500,000.00	\$220,000.00
Debenture bonds:				
Concord & Montreal R. R.....	4%	June 1, 1920	650,000.00	26,000.00
Concord & Montreal R. R.....	3½%	June 1, 1920	400,000.00	14,000.00
Concord & Montreal R. R.....	3½%	June 1, 1920	473,000.00	16,555.00
Total .....			\$7,023,500.00	\$276,555.00

### Railroad Owned.

	Total.	In New Hampshire.
Length of main line .....	181.07	181.07
Length of branch line (including electric branch) .....	187.10	187.10
Total length of line owned.....	368.17	368.17

Length of second track .....	35.27	35.27
Length of third track.....	1.35	1.35
Length of side track, etc.....	159.54	159.54
Total length of track owned .....	564.33	564.33

### General Remarks and Explanations.

The Concord & Montreal Railroad is operated by the Boston & Maine Railroad under the lease of June 29, 1895. The said Boston & Maine Railroad receives all earnings from the operation of The Concord & Montreal Railroad and pays all operating expenses and taxes, and rentals of leased lines.

# REPORT

OF THE

## CONCORD & PORTSMOUTH RAILROAD

YEAR ENDING JUNE 30, 1912.

---

### Corporate Name and Address of the Company.

CONCORD & PORTSMOUTH RAILROAD,  
MANCHESTER, N. H.

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### Principal Officers.

President . . .	Samuel C. Eastman .	Concord, N. H.
Treasurer . . .	William B. Stearns .	Manchester, N. H.
Clerk of Corporation	Wallace Hackett . .	Portsmouth, N. H.

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### Directors.

Samuel C. Eastman . . .	Concord, N. H.
Charles R. Walker . . .	Concord, N. H.
Wallace Hackett . . .	Portsmouth, N. H.
Calvin Page . . .	Portsmouth, N. H.
Joshua Winslow Pierce . . .	Portsmouth, N. H.
Walter M. Parker . . .	Manchester, N. H.
Elisha R. Brown . . .	Dover, N. H.

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### General Exhibit for the Year.

Rental received from lease of road . . .	\$25,000.00
Interest on bank deposit . . .	238.97
Gross income . . .	\$25,238.97

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Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization . . . . .	\$310.00
Printing, advertising, etc. . . . .	25.00
Total expenses and charges upon income . . . . .	\$335.00
Net divisible income . . . . .	\$24,903.97
Dividends declared, 7% on common stock . . . . .	\$24,500.00
Surplus for the year ending June 30, 1912 . . . . .	\$403.97
Amount of surplus June 30, 1911 . . . . .	6,277.62
Total surplus June 30, 1912 . . . . .	\$6,681.59

### General Balance Sheet.

#### Assets.

Cost of road . . . . .	\$350,000.00
Cash . . . . .	6,681.59
Total . . . . .	\$356,681.59

#### Liabilities.

Capital stock, common . . . . .	\$350,000.00
Profit and loss balance—surplus . . . . .	6,681.59
Total . . . . .	\$356,681.59

### Capital Stock.

Capital stock authorized by law, common . . . . .	\$500,000.00
Capital stock authorized by votes of company . . . . .	350,000.00
Capital stock issued and outstanding, common . . . . .	350,000.00
Number of shares issued and outstanding, common . . . . .	3,500
Number of stockholders, common . . . . .	175
Number of stockholders in New Hampshire, common . . . . .	141
Amount of stock held in New Hampshire, common . . . . .	320,700.00

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Railroad Owned.	
Length of main line in New Hampshire . . .	39.87 miles
Total length of main line . . . . .	39.87
Length of side track, etc., in New Hampshire . .	17.29
Total length of side track, etc. . . . .	17.29
Length of track owned in New Hampshire . . .	57.16
Total length of track owned . . . . .	57.16

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REPORT  
OF THE  
CONNECTICUT RIVER RAILROAD  
COMPANY

YEAR ENDING JUNE 30, 1912.

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Corporate Name and Address of the Company.

CONNECTICUT RIVER RAILROAD COMPANY,  
SPRINGFIELD, MASS.

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Principal Officers.

President . . . Lucius Tuttle . . . Brookline, Mass.  
Treasurer and Clerk  
of Corporation . George R. Yerrall . Springfield, Mass.

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Directors.

John H. Albin . . .	Concord, N. H.
Edmund P. Kendrick . . .	Springfield, Mass.
Joseph W. Stevens . . .	Greenfield, Mass.
Lucius Tuttle . . .	Brookline, Mass.
William W. McClench . . .	Springfield, Mass.
George B. Holbrook . . .	Springfield, Mass.
William F. Whiting . . .	Holyoke, Mass.
Herbert B. Viall . . .	Keene, N. H.
Charles S. Mellen . . .	New Haven, Conn.
William Skinner . . .	Holyoke, Mass.

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General Exhibit for the Year.	
Rental received from lease of road . . . .	\$412,260.06
Income from other sources :	
Interest on bank balance . . . . .	122.07
Gross income . . . . .	\$412,382.13
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization . . . . .	\$1,855.96
Interest on funded debt . . . . .	84,065.00
Reserved for corporation expenses . . . .	266.11
Additions to property, through income . . . . .	2,865.06
Total expenses and charges upon income . .	\$89,052.13
Net divisible income . . . . .	\$323,330.00
Dividends declared, 10% on common stock . .	323,330.00
Surplus for year ending June 30, 1912 . . .	\$0.00
Amount of deficit June 30, 1911 . . . . .	43,948.89
Total deficit June 30, 1912 . . . . .	\$43,948.89
General Balance Sheet.	
Assets.	
Cost of road . . . . .	\$4,324,208.45
Cost of equipment . . . . .	455,977.66
Lands:	
Various, net . . . . .	34,349.11
Stock of:	
Vermont Valley Railroad . . . . .	\$1,082,520.00
Hampden Park Association . . . . .	27,887.50
Total permanent investments . . . . .	1,110,407.50
Cash and current assets:	
Cash . . . . .	\$25,963.64
Due from solvent companies and individuals . . . . .	159,552.89
Total cash and current assets . . . . .	185,516.53
Profit and loss balance—deficit . . . . .	43,948.89
Total . . . . .	\$6,159,408.14

*Liabilities.*

Capital stock, common . . . . .	\$3,233,300.00
Funded debt . . . . .	2,261,000.00
Current liabilities:	
Dividends not called for . . . . .	\$739.00
Matured interest coupons unpaid (including coupons due July 1) . . . . .	22,665.50
Miscellaneous current liabilities:	
Fund for corporation expenses . . . . .	559.14
Due Boston & Maine Railroad, account advances . . . . .	622,499.01
Total current liabilities . . . . .	646,462.65
Interest accrued and not yet due . . . . .	13,333.34
Additions to property since June 30, 1907— through income . . . . .	5,312.15
Total . . . . .	\$6,159,408.14

*Property Account.*

Additions to property account:	
Extension of tracks* . . . . .	\$289,575.84
Other additions to railway—	
Riprapping . . . . .	\$647.52
Rebuilding bridges . . . . .	97,418.14
Separation of grades . . . . .	142.30
Block signals . . . . .	1,577.47
Ballast . . . . .	48.39
Track fastenings, etc. . . . .	45.87
Increased weight of rails . . . . .	2,625.15
Total . . . . .	102,504.84
Additional land necessary for operation of railway . . . . .	4,840.00
New buildings necessary for operation of railway . . . . .	11,435.85
Total additions to property account . . . . .	\$408,356.53
Deductions from property account (property sold or reduced in valuation and credited to property account):	
Sale of land, Easthampton, Mass. . . . .	150.00
Net addition to property account for year . . . . .	\$408,206.53

\*Work not completed. New line not yet open for business.

### Capital Stock.

Capital stock authorized by law, common . . .	\$3,670,000.00
Capital stock authorized by votes of company, common . . . . .	3,670,000.00
Capital stock issued and outstanding, common . .	3,233,300.00
Number of shares issued and outstanding, common . . . . .	32,333
Number of stockholders, common . . . . .	1,089
Number of stockholders in New Hampshire, common . . . . .	25
Amount of stock held in New Hampshire, common . . . . .	\$82,700.00

### Funded Debt.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during year.
10-year Scrip . . . . .	4%	Jan. 1, 1903	\$2,000.00	.....
50-year Gold . . . . .	4%	Sept. 1, 1943	1,000,000.00	\$40,000.00
20-year Gold . . . . .	3½%	Jan. 1, 1921	290,000.00	10,150.00
20-year Gold . . . . .	3½%	Jan. 1, 1923	969,000.00	33,915.00
Total . . . . .			\$2,261,000.00	\$84,065.00

### Railroad Owned.

Length of main line in New Hampshire . . .	23.21 miles
Total length of main line . . . . .	74
Total length of branch line . . . . .	6.89
Total length of line owned . . . . .	80.89
Total length of line owned in New Hampshire .	23.21
Total length of second track . . . . .	36
Total length of third track . . . . .	.80
Length of side track, etc., in New Hampshire .	5.72
Total length of side track, etc. . . . .	70.54
Total length of track owned in New Hampshire	28.93
Total length of track owned . . . . .	188.23

# REPORT

OF THE

## FITCHBURG RAILROAD COMPANY

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

FITCHBURG RAILROAD COMPANY,

152 CAUSEWAY ST., BOSTON, MASS.

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### Principal Officers.

President . . . .	Moses Williams . .	Boston, Mass.
Treasurer . . . .	George O. Foster . .	Boston, Mass.
Clerk of Corporation .	Paul Crocker . . .	Boston, Mass.

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### Directors.

Gordon Abbott . . . .	Manchester, Mass.
Alvah Crocker . . . .	Fitchburg, Mass.
Charles T. Crocker . . . .	Fitchburg, Mass.
William E. Rice . . . .	Worcester, Mass.
Charles T. Russell . . . .	Cambridge, Mass.
Joseph B. Russell . . . .	Cambridge, Mass.
Frederic J. Stimson . . . .	Dedham, Mass.
George R. Wallace . . . .	Fitchburg, Mass.
Charles E. Ware . . . .	Fitchburg, Mass.
Moses Williams . . . .	Brookline, Mass.
Moses Williams, Jr. . . .	Needham, Mass.
Robert Winsor . . . .	Weston, Mass.

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General Exhibit for the Year.	
Rental received from lease of road . . . .	\$1,954,439.46
Income from other sources:	
Interest on bank balance . . . . .	186.30
Gross income . . . . .	\$1,954,625.76
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization . . . . .	\$9,889.99
Interest on funded debt . . . . .	968,078.34
Other expenses and charges upon income:	
Additions to property through income . . . . .	33,361.12
Contingent fund . . . . .	296.31
Total expenses and charges upon income . .	1,011,625.76
Net divisible income . . . . .	\$943,000.00
Dividends declared, 5% on preferred stock .	943,000.00
Surplus for the year ending June 30, 1912 .	\$0.00
Amount of surplus June 30, 1911 . . . . .	712,788.81
Credits to profit and loss account during the year:	
Extinguishment of bond premiums . . . .	119,635.53
Total surplus June 30, 1912 . . . . .	\$832,424.34
General Balance Sheet.	
Assets.	
Cost of road . . . . .	\$44,083,721.06
Cost of equipment . . . . .	3,828,354.47
Other permanent property:	
Land in Conway and water rights . . . . .	\$8,262.64
Vermont and Massachusetts Railroad, improvement account . . . . .	2,739,343.08
	2,747,605.72
Total permanent investments . . . . .	\$50,659,681.25
Cash and current assets:	
Cash . . . . .	\$3,700.31
Bills receivable . . . . .	382,133.31
Total cash and current assets . . . . .	385,833.62

## Miscellaneous assets:

Materials and supplies leased Boston & Maine Railroad, les- see . . . . .	\$936,034.06	
Stock of Fitchburg Railroad . . . . .	272,062.44	
Stock of Conway Electric Street Railway Company, 592 shares; (no value). . . . .	.....	
Bonds of Conway Electric Street Railway Company . . . . .	100,000.00	
Notes of Conway Electric Street Railway Company . . . . .	35,607.00	
Total miscellaneous assets . . . . .		\$1,343,703.50
Total . . . . .		\$52,389,218.37

*Liabilities.*

Capital stock, common . . . . .		\$7,000,000.00
Capital stock, preferred . . . . .		18,860,000.00
Total capital stock . . . . .		\$25,860,000.00
Funded debt . . . . .		24,167,000.00
Current liabilities:		
Dividends not called for . . . . .	\$1,021.50	
Matured interest coupons un- paid (including coupons due July 1) . . . . .	90,937.50	
Miscellaneous current liabilities:		
Boston & Maine Railroad, Fitch- burg Railroad improvements . . . . .	409,759.29	
Total current liabilities . . . . .		501,718.29
Accrued liabilities:		
Interest accrued and not yet due . . . . .	\$225,842.90	
Rentals accrued and not yet due . . . . .	58,815.00	
Total accrued liabilities . . . . .		284,657.90
Sinking and other special funds:		
Contingent fund . . . . .	\$296.31	
Premium on bonds sold . . . . .	241,390.12	



Premium on stock sold . . . . .	\$444,637.21	
Additions to property since June 30, 1907, through income	57,094.20	
Total sinking and other special funds . . . . .		\$743,417.84
Profit and loss balance—surplus . . . . .		832,424.34
Total . . . . .		\$52,389,218.37

### Property Account.

Additions to property account:		
Extension of tracks . . . . .		\$72,905.30
New electric line construction . . . . .		12,332.36
Block, interlocking and other signals . . . . .		19,353.49
Telephone and telegraph lines . . . . .		179.86
Elimination of grade crossings . . . . .		301,122.92
Additional land necessary for operation of railway . . . . .		6,650.00
New buildings necessary for operation of rail- way . . . . .		48,226.93
Vermont & Massachusetts Railroad, improve- ment account . . . . .		44,691.23
Total additions to property account . . . . .		\$505,462.09
Deductions from property account (property sold or reduced in valuation and credited to property account):		
Additional land, etc., land sold	\$13,762.50	
Buildings necessary for operations, etc.		
Sold . . . . .	\$1,800.00	
Abandoned . . . . .	2,000.00	
Charged 1911 in error	931.11	
Charged 1911 in error	890.23	
	5,621.34	
Total deductions from property account . . . . .		19,383.84
Net addition to property account for year . . . . .		\$486,078.25

### Capital Stock.

Capital stock authorized by law, common . . . . .	\$7,000,000.00
Capital stock authorized by law, preferred . . . . .	18,860,000.00
Total capital stock authorized by law . . . . .	\$25,860,000.00

Capital stock authorized by votes of company, common . . . . .	\$7,000,000.00
Capital stock authorized by votes of company, preferred . . . . .	18,860,000.00
Total capital stock authorized by vote . . . . .	\$25,860,000.00
Capital stock issued and outstanding, common . . . . .	\$7,000,000.00
Capital stock issued and outstanding, preferred . . . . .	18,860,000.00
Total capital stock outstanding . . . . .	\$25,860,000.00
Number of shares issued and outstanding, com- mon . . . . .	70,000
Number of shares issued and outstanding, pre- ferred . . . . .	188,600
Total number of shares outstanding . . . . .	258,600
Number of stockholders, common . . . . .	2
Number of stockholders, preferred . . . . .	6,249
Total number of stockholders . . . . .	6,251
Number of stockholders in New Hampshire, pre- ferred . . . . .	585
Amount of stock held in New Hampshire, pre- ferred . . . . .	\$595,400.00

## Funded Debt.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Troy & Boston Rd., 1st mortgage .....	7%	July 1, 1924	\$573,000.00	\$40,110.00
Brookline & Pepperell, plain bonds .....	5%	Dec. 1, 1911	.....	2,625.00
Fitchburg Railroad.....	4½%	May 1, 1914	500,000.00	22,905.00
" " .....	4%	Mar. 1, 1915	1,359,000.00	54,860.00
" " .....	4%	July 1, 1916	500,000.00	20,240.00
" " .....	4%	June 1, 1920	500,000.00	19,820.00
" " .....	3½%	Oct. 1, 1920	500,000.00	17,482.50
" " .....	3½%	Oct. 1, 1921	1,775,000.00	62,160.00
" " .....	4%	May 1, 1925	3,660,000.00	146,840.00
" " .....	4%	Mar. 1, 1927	2,750,000.00	110,800.00
" " .....	4%	April 1, 1927	2,000,000.00	79,920.00
" " .....	4%	Jan. 1, 1928	1,450,000.00	58,040.00
" " .....	4½%	May 1, 1928	2,400,000.00	108,900.00
" " .....	4½%	Jan. 1, 1932	1,200,000.00	.....
" " .....	4%	Feb. 1, 1937	5,000,000.00	200,000.00
Total .....			\$24,167,000.00	\$944,702.50

## Railroad Owned.

Length of main line in New Hampshire . . .	43.09 miles
Total length of main line . . . . .	249.05
Length of branch line in New Hampshire . . .	35.43
Total length of branch line . . . . .	145.09
Total length of line owned in New Hampshire . .	78.52
Total length of line owned . . . . .	394.14
Total length of second track . . . . .	143.16
Total length of third track . . . . .	3.68
Total length of fourth track . . . . .	2.02
Length of side track, etc., in New Hampshire . .	30.90
Total length of side track, etc. . . . .	284.96
Total length of track owned in New Hampshire .	109.42
Total length of track owned . . . . .	827.96

# REPORT

OF THE

## FRANKLIN & TILTON RAILROAD

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

FRANKLIN & TILTON RAILROAD.

FRANKLIN, N. H.

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### Principal Officers.

President . . . .	Benjamin A. Kimball	Concord, N. H.
Treasurer . . . .	Frank Proctor . .	Franklin, N. H.
Clerk of Corporation .	Edward G. Leach . .	Franklin, N. H.

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### Directors.

Benjamin A. Kimball . . . .	. . .	Concord, N. H.
Alvah W. Sulloway . . . .	. . .	Franklin, N. H.
William F. Whiteher . . . .	. . .	Woodsville, N. H.
Richard W. Sulloway . . . .	. . .	Franklin, N. H.
Thomas R. Varick . . . .	. . .	Manchester, N. H.
Thomas H. Dearborn . . . .	. . .	Dover, N. H.

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### General Balance Sheet.

#### Assets.

Cost of road . . . . .	\$251,703.86
Cost of equipment . . . . .	16,518.94
Total . . . . .	\$268,222.80

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<i>Liabilities.</i>	
Capital stock, common . . . . .	\$265,600.00
Miscellaneous current liabilities:	
Due Boston & Maine Railroad, account construction . . . . .	2,622.80
Total . . . . .	\$268,222.80
<b>Capital Stock.</b>	
Capital stock authorized by law, common . . . . .	\$300,000.00
Capital stock authorized by votes of company, common . . . . .	275,000.00
Capital stock issued and outstanding, common . . . . .	265,600.00
Number of shares issued and outstanding, common . . . . .	2,656
Number of stockholders, common . . . . .	2
Number of stockholders in New Hampshire, common . . . . .	2
Amount of stock held in New Hampshire, common . . . . .	\$265,600.00
<b>Railroad Owned.</b>	
Length of main line in New Hampshire . . . . .	4.95 miles
Total length of main line owned . . . . .	4.95

### Explanatory Remarks.

The Franklin & Tilton Railroad was leased to The Concord & Montreal Railroad October 8, 1895, for the term of 91 years from April 1, 1895, at the nominal rental of \$1.00 annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad, which corporation now operates the said Franklin & Tilton Railroad under the said lease.

# REPORT

OF THE

## GLEN JUNCTION TRANSFER COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Glen Junction Transfer Company.

Under laws of what government, state, or territory organized? Incorporated by act of New Hampshire legislature, approved January 23, 1897, renewed and amended by act approved April 2, 1903.

Not a consolidated or reorganized company.

Company operates its own road.

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### Principal Officers.

President . . . . .	A. N. Burbank .	New York, N. Y.
Vice-President . . . .	W. D. Russell .	New York, N. Y.
Clerk . . . . .	Merrill Shurtleff .	Lancaster, N. H.
Treasurer . . . . .	E. W. Hyde .	New York, N. Y.
Assistant Treasurer .	Guy E. Capron .	New York, N. Y.
Assistant Treasurer .	Owen Shepard .	New York, N. Y.
Assistant Treasurer .	Merrill Shurtleff .	Lancaster, N. H.
Auditor . . . . .	Guy E. Capron .	New York, N. Y.
Superintendent . . . .	F. A. Dieckmann .	Berlin, N. H.

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### Directors.

A. N. Burbank . . . . .	New York, N. Y.
W. D. Russell . . . . .	New York, N. Y.
G. H. Parks . . . . .	New York, N. Y.
E. McC. Macy . . . . .	Berlin, N. H.
E. W. Hyde . . . . .	New York, N. Y.

Term expires fourth Tuesday in August, 1913.

### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: August 27, 1912.

Date of last closing of stock books before end of year: Books did not close.

Total number of stockholders August 27, 1912: 6.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

The name of the controlling corporation or corporations: Under the sole control of the International Paper Company.

The manner in which control was established: By purchase of capital stock.

Extent of control: Entire, except as to stock held by directors.

### Mileage of Line Owned.

(Entire line in New Hampshire.)

Main track about . . . . .	1½ miles
Yard track and sidings about . . . . .	1½
Total, about . . . . .	3 miles

This road is situated at and about the mills and mill yard of the International Paper Company at Berlin, N. H., and connects with the tracks of the Boston & Maine R. R., on the easterly side, and with the tracks of the Grand Trunk Railway on the westerly side, of the Androscoggin River at that place. The right of way is rented from the International Paper Company. The tracks are owned by the Glen Junction Transfer Company.

### Capital Stock.

Number of shares authorized . . . . .	1,200
Par value of one share . . . . .	\$25
Total par value authorized, outstanding, and not held by respondent . . . . .	\$30,000
Dividends declared during the year . . . . .	none

The stock of the company is of one class only—there is no "preferred" or "common."



Recapitulation of Capitalization.	
Capital stock:	
Total par value outstanding . . . . .	\$30,000.00
Assignment—	
To railway and equipment . . . . .	30,000.00

Income Account.	
Operating income:	
Operating revenues . . . . .	\$23,904.00
Operating expenses . . . . .	18,311.46
Net operating revenue . . . . .	\$5,592.54
Other income:	
Interest on other securities, loans, and accounts . . . . .	50.00
Gross corporate income . . . . .	\$5,642.54
Deductions from gross corporate income:	
Miscellaneous rents . . . . .	\$3,000.00
Interest . . . . .	519.14
Total deductions . . . . .	3,519.14
Net corporate income . . . . .	\$2,123.40
Appropriations for reserves . . . . .	1,200.00
Balance for year to credit of profit and loss	\$923.40

Profit and Loss Account.	
DR.	
Balance, June 30, 1912 . . . . .	\$2,914.79
Total . . . . .	\$2,914.79
CR.	
Balance, June 30, 1911 . . . . .	\$1,991.39
Balance for year, from income account . . . . .	923.40
Total . . . . .	\$2,914.79

### Operating Revenues.

The only income of this company, except interest on bond owned, is \$2 per car from International Paper Company for transferring or switching cars incoming and outgoing from the tracks of the Boston & Maine Railroad and the Grand Trunk Railway to and from the mills of the International Paper Company at Berlin, N. H., and an additional charge of \$500 per month made to International Paper Company for switching about the mill yard.

### Operating Expenses.

Maintenance of way and structures:	
Maintenance of roadway and track . . . . .	\$3,605.89
Total—maintenance of way and structures . . . . .	\$3,605.89
Maintenance of equipment:	
Locomotives—repairs . . . . .	\$1,553.62
Cars—repairs . . . . .	2,340.47
Other maintenance of equipment expenses . . . . .	21.96
Total—maintenance of equipment . . . . .	\$3,916.05
Transportation expenses:	
Yard employees . . . . .	\$4,526.03
Fuel for yard locomotives . . . . .	3,630.30
All other yard expenses . . . . .	527.48
Total—transportation expenses . . . . .	\$8,683.81
General expenses:	
Administration . . . . .	\$1,080.00
Insurance . . . . .	190.93
Other general expenses . . . . .	834.78
Total—general expenses . . . . .	\$2,105.71
Recapitulation of expenses:	
Maintenance of way and structures . . . . .	\$3,605.89
Maintenance of equipment . . . . .	3,916.05
Transportation expenses . . . . .	8,683.81
General expenses . . . . .	2,105.71
Total operating expenses . . . . .	\$18,311.46

**Rents Payable.**

(Miscellaneous Rents.)

Right of way:

 Berlin, N. H., International Paper Company,  
 lessor . . . . .

\$3,000.00

**General Balance Sheet.***Assets.*

Property investment:

Investment to June 30, 1907 . . . . . \$31,300.00

Investment since June 30, 1907 . . . . . 9,800.00

Total property investment . . . . . \$41,100.00

Securities . . . . . 1,000.00

Cash . . . . . 1,046.57

Total . . . . . \$43,146.57

*Liabilities.*

Capital stock . . . . . \$30,000.00

Accounts payable . . . . . 4,988.41

Audited vouchers . . . . . 443.37

Depreciation reserve . . . . . 4,800.00

Surplus . . . . . 2,914.79

Total . . . . . \$43,146.57

# REPORT

## OF THE

# MAINE CENTRAL RAILROAD COMPANY

### YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Maine Central Railroad Company.

Date of organization: October 28, 1862.

Under laws of what government, state or territory organized? Under laws of State of Maine, special acts of April 1, 1856; March 17, 1862; February 25, 1867; February 1, 1869; February 17, 1872; February 26, 1873; February 27, 1873; February 25, 1874; February 18, 1876; February 19, 1878; January 30, 1885; January 28, 1887; March 13, 1889; February 17, 1891; February 20, 1901; March 9, 1911.

Constituent companies:

NAME OF COMPANY.	LAWS OF MAINE.
Androscoggin & Kennebec R. R. Co.	Charter Mar. 28, 1845;
Penobscot & Kennebec R. R. Co.	Charter Apr. 7, 1845;
Portland & Kennebec R. R. Co.	Organized May 20, 1862;
Somerset & Kennebec R. R. Co.	Charter Aug. 10, 1848;
Leeds & Farmington R. R. Co.	Organized May 11, 1865;
Maine Shore Line R. R. Co.	Charter Mar. 4, 1881;
Knox & Lincoln Railway.	Charter Mar. 2, 1889;
Washington County Railway Co.	Organized Dec. 17, 1903;
Somerset Railway Co.	Charter Mar. 11, 1903;
Sebasticook & Moosehead R. R. Co.	Organized Aug. 12, 1903;
Androscoggin R. R. Co.	Charter Aug. 10, 1848.

Date and authority for each consolidation:

Androscoggin & Kennebec and Penobscot & Kennebec Railroad companies consolidated into the Maine Central Railroad Company on October 28, 1862, under special acts of April 1, 1856, and March 17, 1862;

Portland & Kennebec, Somerset & Kennebec and Leeds & Farmington Railroad companies merged November 16, 1874, under special act of February 26, 1873;

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Maine Shore Line Railroad Company purchased October 22, 1888, under special act of January 28, 1887;  
 Knox & Lincoln Railway merged February 20, 1901, under special act of February 20, 1901;  
 Washington County and Somerset Railway companies and Seabasticook & Moosehead Railroad Company merged July 1, 1911, under special act of March 9, 1911;  
 Androscoggin Railroad Company purchased August 19, 1911, under special act of February 20, 1901.  
 Not a reorganized company.

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### Principal Officers.

President . . . .	Charles S. Mellen .	Portland, Me.
Vice-President and General Manager .	Morris McDonald .	Portland, Me.
Second Vice-President and Comptroller . .	George S. Hobbs .	Portland, Me.
Clerk of Corporation .	Dana C. Douglass .	Portland, Me.
Treasurer . . . .	George W. York .	Portland, Me.
General Counsel . .	Seth M. Carter .	Portland, Me.
Assistant Comptroller Manager of Purchases and Supplies . . .	Arthur P. Foss .	Portland, Me.
Chief Engineer . . .	Harry A. Fabian .	Boston, Mass.
General Freight Agt.	Theodore L. Dunn .	Portland, Me.
General Passenger Agt.	William K. Sanderson	Portland, Me.
Superintendent Motive Power . . . . .	Holman D. Waldron	Portland, Me.
	Philip M. Hammett .	Portland, Me.

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### Directors.

Charles S. Mellen . . . .	New Haven, Conn.
Lucius Tuttle . . . . .	Brookline, Mass.
J. Pierpont Morgan . . . .	New York, N. Y.
Samuel Hemingway . . . . .	New Haven, Conn.
Joseph W. Symonds . . . .	Portland, Me.
Edward P. Ricker . . . . .	South Poland, Me.
John S. Hyde . . . . .	Bath, Me.
Weston Lewis . . . . .	Gardiner, Me.
Amory A. Lawrence* . . . .	Boston, Mass.
Alexander Cochrane . . . .	Boston, Mass.
William Skinner . . . . .	Holyoke, Mass.
Morris McDonald . . . . .	Portland, Me.
Henry B. Cleaves* . . . . .	Portland, Me.
T. De Witt Cuyler . . . . .	Philadelphia, Pa.
John F. Hill* . . . . .	Augusta, Me.
George A. Curran . . . . .	Calais, Me.
Frederick H. Appleton . . . .	Bangor, Me.
Hugh J. Chisholm* . . . . .	Portland, Me.

Term expires upon election of successors.

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\*Deceased.

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**Transportation Corporations Controlled.**
**Active corporations:**

Sole, direct control, capital stock ownership—	
Portland Terminal Company . . . . .	100%
Portland, Mt. Desert & Machias Steamboat Company . . . . .	88
Sandy River & Rangeley Lakes Railroad . . . . .	100
Rangeley Lakes & Megantic Railroad Company . . . . .	100
Indian River Railway Company . . . . .	100
Sole, indirect control, capital stock ownership and lease—	
Upper Coös Railroad Company of Vermont (lease May 1, 1890), indirect control established through Upper Coös Railroad of New Hampshire . . . . .	100
Coös Valley Railroad Company (lease May 1, 1890), indirect control established through Upper Coös Railroad of New Hampshire . . . . .	100

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The capital stock of the Upper Coös Railroad of Vermont and Coös Valley Railroad Company is held by the Maine Central Railroad Company under terms of lease of the Upper Coös Railroad of New Hampshire, dated May 1, 1890, for entire term of said lease, 999 years, said stock to be returned to lessor at expiration of lease.

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**Facts Pertaining to Control.**

Date of last meeting of stockholders for election of directors: October 18, 1911.

Date of last closing of stock books before end of year: Stock books do not close.

Total number of stockholders of record: 756.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Corporation or corporations, transportation or other, controlling the respondent on June 30, 1912: Boston & Maine Railroad, sole control.

The manner in which control was established: Ownership of majority of capital stock.

The extent of control: 50.6%.

Control was direct.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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## Road Operated—Entire Line.

NAME.	TERMINI.		Miles of line for each road named.
	From	To	
Line owned: (Main line)			
Maine Central Railroad.....	Portland Line .....	Bangor .....	130.04
	Royal Jet. ....	Waterville .....	72.40
	.....	.....	.....
	Gardiner .....	Copsecook Mill.....	1.15
	Waterville freight yard.....	Skowhegan .....	17.23
	Oakland .....	Kineo Station .....	90.61
	Austin Jet. ....	Bingham .....	1.43
	Taunton .....	Somerset Jet. ....	.49
	Pittsfield .....	Mainstream .....	15.75
	Brunswick .....	Farmington .....	62.60
	Crowley's Jet. ....	Lewiston .....	4.88
	Brunswick .....	Bath .....	8.90
	Woolwich .....	Rockland Wharf.....	48.57
	Brewer Jet. ....	Mt. Desert Ferry.....	41.13
	Washington Jet. ....	Calais .....	102.49
	Ayers Jet. ....	Eastport .....	16.48
	St. Croix Jet.....	Princeton .....	17.85
	Woodland Jet. ....	Woodland .....	1.21
	Industrial tracks .....	.....	7.57
	.....	.....	.....
Total branches and spurs .....	.....	.....	438.34
Total line owned.....	.....	.....	640.78



## Road Operated—Entire Line.

NAME.	TERMINI.		Miles of line for each road named.
	From	To	
Operated under lease for specified sum:		Brought forward .....	640.78
Portland & Rumford Falls Ry...	Rumford Junction.....	Rumford Falls .....	52.86
	Rumford Falls Junction.....	R. F. & R. L. R. ....	.72
	Canton .....	Livermore .....	10.27
	Industrial tracks .....	.....	1.29
Rumford Falls & Rangeley Lakes R. R. ....	Rumford Falls.....	Oquosoc .....	35.99
	Industrial tracks .....	.....	.35
Belfast & Moosehead Lake R. R. Dexter & Newport Railroad.....	Burnham Junction.....	Belfast .....	26.34
	Newport Junction .....	Dexter .....	33.13
	Dexter .....	Foxcroft .....	14.23
	Bangor Junction .....	Bucksport .....	16.54
	Industrial tracks .....	.....	18.80
	.....	.....	.27
European & North American Ry.	Bangor .....	Vanceboro .....	19.07
	Orono .....	Stillwater .....	114.30
	Enfield .....	Montague .....	3.01
	Montague .....	Howland .....	3.03
	Industrial tracks .....	.....	.73
	.....	.....	5.00
			126.07

Portland & Ogdensburg Railway.	Portland .....	Lunenburg, Vt. ....	101.79
	Industrial tracks .....	.....	.30
Upper Coös Railroad, N. H. ....	Quebec Junction, N. H. ....	Conn. River in Guildhall, Vt. .	{
Coös Valley Railroad .....	Conn. River in Brunswick, Vt.	Conn. River in Canaan, Vt. ....	
Upper Coös Railroad, Vt. ....	Conn. River in Guildhall, Vt. .	Conn. River in Brunswick, Vt. .	
	Conn. River in Canaan, Vt. ....	Canadian line near Beecher Falls, Vt. ....	
Hereford Railway .....	Canadian line near Beecher Falls, Vt. ....	Lime Ridge, P. Q. ....	52.85
St. Johnsbury & Lake Champlain R. R. ....	Lunenburg, Vt. ....	St. Johnsbury, Vt. ....	22.06
	North Concord, Vt. ....	Victory, Vt. ....	5.43
Total operated under lease....	.....	.....	27.49
Operated under trackage rights:	.....	.....	548.25
Portland Terminal Co. ....	Portland .....	Falmouth line .....	6.56
	Portland .....	Windham line .....	7.31
	Union Station .....	Thompson Point .....	.74
	Industrial tracks .....	.....	.30
St. Johnsbury & Lake Champlain R. R. ....	At St. Johnsbury, Vt. ....	.....	14.91
	.....	.....	.11
Total operated under trackage rights .....	.....	.....	15.02
Total mileage operated .....	.....	.....	1,204.08

## Road Operated—State of New Hampshire.

NAME.	TERMINI.		Miles of line for each road named.
	From	To	
The Portland & Ogdensburg Ry...	State line between Maine and New Hampshire .....	State line between New Hampshire and Vermont..	57.98
Upper Coös Railroad, N. H.....	Quebec Junction, N. H.....	Conn. River in Guildhall, Vt.	} 41.48
Hereford Railway .....	Conn. River in Brunswick, Vt. Crossing Hall's Stream in two places .....	Conn. River in Canaan, Vt... .....	
Total mileage operated.....	.....	.....	100.13

### Outside Operations and Other Properties.

#### Outside operations—owned:

##### Dining Car Service—

Meals, Maine, New Hampshire, Vermont, and Province of Quebec;

##### Coal and Ore Dock Service—

Coal discharging plant, Maine;

##### Frenchmans Bay Steamboats—

Common carrier, Maine;

##### Hotel and Restaurants—

General hotel, Maine.

The Maine Central Railroad Company owns and operates a line of steamboats in Frenchmans Bay, running from Mt. Desert Ferry, and one in Penobscot Bay, running from Rockland. These boats run in connection with Maine Central trains for the accommodation of Maine Central patrons, and transport passengers, freight, mail, and express.

#### Other properties:

Hotel Rockwood property—hotel business, Maine. Book value, 30,318.72.

### Road or Tracks Acquired Through Lease or Other Agreement.

Belfast & Moosehead Lake Railroad . . . . .	33.13 miles
Date of lease, April 27, 1871. Term, from May 10, 1871, to May 10, 1921. Provisions: Cash rental \$36,000 per annum.	
Dexter & Newport Railroad . . . . .	14.23
November 25, 1888, to November 25, 2887. Provisions: 5% on \$122,000 capital stock, 4% on \$175,000 bonds, \$250 organization expenses.	
Dexter & Piscataquis Railroad . . . . .	16.54
Date of lease, December 13, 1888. Term, from December 13, 1888, to December 13, 2887.	
Date of lease, December 13, 1888. Term, from Provisions: 4% on \$175,000 bonds, and cash rental \$6,350 per annum.	
European & North American Railway . . . . .	126.07
Date of lease, August 31, 1882. Term, from April 1, 1882, to April 1, 2881. Provisions: 4% on \$1,000,000 bonds, cash rental \$125,500 per annum.	
Eastern Maine Railway . . . . .	19.07
Date of lease, May 1, 1883. Term, from May 1, 1883, to May 1, 2882. Provisions: Cash rental \$9,500 per annum.	
Portland & Rumford Falls Railway . . . . .	65.14 }
Rumford Falls & Rangeley Lakes Railroad . . . . .	38.71 }
Date of lease, April 26, 1907. Term, from May 1, 1907, to May 1, 2906. Provisions: Cash rental \$328,000 per annum.	

The Portland & Ogdensburg Railway . . . . .	110.44 miles
Date of lease, August 20, 1888. Term, from August 30, 1888, to August 30, 2887. Provisions: 2% on \$4,392,538 capital stock, 4½% on \$2,119,000 bonds, \$500 organization expenses.	
St. Johnsbury & Lake Champlain Railroad . . . . .	27.49
Date of lease, January 2, 1912. Term, continues in effect until six months' notice to terminate is given by either company. Provisions: Cash rental \$25,000 per annum.	
Upper Coös Railroad, New Hampshire . . . . .	41.48
Coös Valley Railroad . . . . .	12.29
Upper Coös Railroad, Vermont . . . . .	1.56
Date of leases, May 1, 1890. Term, from May 1, 1890, to May 1, 2889. Provisions: 4% on \$350,000 bonds, 4½% on \$693,000 bonds, 6% on \$350,000 capital stock, \$500 organization expenses.	
Hereford Railway . . . . .	52.85
Date of lease, August 28, 1890. Term, from May 1, 1890, to May 1, 2889. Provisions: 4% on \$800,000 bonds, 4% on \$800,000 capital stock, \$500 organization expenses.	
<hr/> <b>Road or Tracks Assigned to Another Carrier Through Lease or Other Agreement.</b>	
Portland Terminal Company . . . . .	8.35 miles
Date of lease, September 6, 1911. Term, from July 1, 1911, to August 30, 2887. Provisions: Property of The Portland & Ogdensburg Railway situated in Portland, South Portland and Westbrook in the state of Maine, not including any rolling stock or equipment,—rental, 5% on a valuation of \$854,395.81.	

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**Capital Stock.**
**Common:**

Number of shares authorized . . . . .	150,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	15,000,000.00
Total par value outstanding . . . . .	9,950,800.00
Total par value held in treasury . . . . .	1,200.00
Total par value not held by respondent . . . . .	9,949,600.00
Dividends declared during the year:	
Rate . . . . .	6%
Amount . . . . .	\$441,570.24

**M. C. Stock Scrip:**

Total par value outstanding . . . . .	100.00
Total par value held in treasury . . . . .	50.00
Total par value not held by respondent . . . . .	50.00

**Receipts outstanding for installments paid:**

Total par value outstanding . . . . .	10,100.00
Total par value not held by respondent . . . . .	10,100.00
Dividends declared during the year:	
Rate . . . . .	6%
Amount . . . . .	\$290.38

Total number of shares authorized . . . . .	150,000
Total par value authorized . . . . .	\$15,000,000.00
Total par value outstanding . . . . .	9,961,000.00
Total par value held in treasury . . . . .	1,250.00
Total par value not held by respondent . . . . .	9,959,750.00
Dividends declared during the year . . . . .	441,860.62

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**PURPOSE OF THE ISSUE.**

	Number of shares is- sued dur- ing the year.	Cash real- ized on amount issued during the year.	Total number of shares outstand- ing.	Total cash realized.
Issued for cash..	49,739	\$4,976,996	63,495	\$6,352,596
Issued for reor- ganization.....	6	.....	36,013	none
Total .....	49,745	\$4,976,996	99,508	\$6,352,596

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Six shares of Maine Central Railroad Company capital stock issued in exchange for an equal number of shares of Androscoggin & Kennebunk Railroad Company stock.

## Funded

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value author- ized.	Total par value out- standing.	Total par value held in treas- ury.
	Date of issue.	Date of maturity			
Mortgage bonds:					
M. E. Shore Line, 1st mortgage.....	June 1 1883	June 1 1923	\$750,000	\$750,000	\$5,000
Penobscot Shore Line, 1st mortgage.....	Aug. 1 1890	Aug. 1 1920	1,300,000	1,300,000	.....
Knox & Lincoln, 2nd mortgage.....	Feb. 1 1891	Feb. 1 1921	400,000	400,000	34,000
Washington Co., 1st mortgage.....	Jan. 1 1904	Jan. 1 1954	2,500,000	2,500,000	223,000
Somerset, 1st mortgage	July 1 1887	July 1 1917	225,000	225,000	.....
Somerset, Consols.....	July 2 1900	July 2 1950	420,000	172,500	.....
Somerset, 1st and refund .....	July 1 1905	July 1 1955	1,500,000	864,000	.....
Kineo Co., 1st mortgage.....	Mar. 1 1896	Mar. 1 1915	} See Note 1		
Kineo Co., 2nd mortgage.....	May 1 1901	May 1 1921			
Maine Central Consols	Apr. 1 1872	Apr. 1 1912	} See Note 2		
Collateral trust bonds:					
M. C. Coll. Trust.....	June 1 1883	June 1 1923	700,000	669,000	.....
Plain bonds, debentures, and notes:					
Two-year coupon notes	Apr. 1 1910	Apr. 1 1912	} See Note 2		
Five-year coupon notes	Apr. 1 1909	Apr. 1 1914		2,000,000	.....
Miscellaneous funded obligations:					
M. C. Improvements, Series "A".....	July 1 1886	July 1 1916	200,000	200,000	.....
M. C. Improvements, Series "B".....	July 1 1887	July 1 1917	250,000	250,000	.....
Total .....	.....	.....	\$10,245,000	\$9,330,500	\$262,000

NOTE 1. Interest accrued on Kineo 1st and 2nd Mortgage Bonds is six Central Railroad disposed of its interests in the Kineo property.

NOTE 2. Maine Central Railroad Company Consolidated Mortgage Bonds Notes for \$5,000,000, dated April 1, 1910, due April 1, 1912, matured and during year is shown in the above statements.



## Debt.

Total par value held and pledged as col- lateral.	Total par value held in sinking or other funds.	Total par value not held.	INTEREST.			
			Rate.	When payable.	Amount accrued during the year.	Amount paid during the year.
\$669,000	\$17,000	\$59,000	6%	June & Dec.	\$4,560.00	\$4,410.00
.....	.....	1,300,000	4	Feb. & Aug.	52,000.00	51,140.00
.....	23,000	343,000	5	Feb. & Aug.	18,300.00	17,700.00
.....	37,000	2,240,000	3½	Jan. & July	79,695.00	79,607.50
.....	.....	225,000	5	Jan. & July	11,250.00	11,250.00
.....	.....	172,500	4	Jan. & July	6,900.00	6,900.00
.....	.....	864,000	4	Jan. & July	34,560.00	34,540.00
.....	.....	.....	6	Mar. & Sept.	1,510.00	3,425.00
.....	.....	.....	5	May & Nov.		
.....	.....	.....	4-4½	Apr. &	362,420.00	491,914.25
.....	.....	.....	5-7	Oct.		
.....	4,000	665,000	5	June & Dec.	33,450.00	32,775.00
.....	.....	.....	4½	Apr. & Oct.	168,750.00	226,192.50
.....	.....	2,000,000	4	Jan. April July Oct	80,000.00	80,110.00
.....	29,000	171,000	4½	Jan. & July		
.....	37,000	213,000	4½	Jan. & July	11,250.00	20,407.50
\$669,000	\$147,000	\$8,252,500			\$873,645.00	\$1,060,371.75

months' accrual, July, 1911, to January, 1912, at which time the Maine for \$8,984,000, dated April 1, 1872, due April 1, 1912, and Two-Year Coupon retired. Interest accrued from July 1, 1911, to maturity, and amount paid

## Recapitulation of Funded Debt.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value held in treasury.	Total par value held and pledged as collateral.	Total par value held in sinking or other funds.	Total par value not held.	Interest accrued during the year. Charged to income.	Amount of interest paid during the year.
Mortgage bonds .....	\$6,211,500	\$262,000	\$669,000	\$77,000	\$5,203,500	\$571,195.00	\$700,886.75
Collateral trust bonds...	669,000	.....	.....	4,000	665,000	33,450.00	32,775.00
Plain bonds, debentures, and notes .....	2,000,000	.....	.....	.....	2,000,000	248,750.00	306,302.50
Miscellaneous funded obligations .....	450,000	.....	.....	66,000	384,000	20,250.00	20,407.50
Total .....	\$9,330,500	\$262,000	\$669,000	\$147,000	\$8,252,500	\$873,645.00	\$1,060,371.75

## PURPOSE OF ISSUE.

Total par value outstanding ..... \$9,330,500.00

The present management is unable to ascertain the consideration upon which funded debt was issued prior to April 1, 1909.

## Recapitulation of Capitalization.

ACCOUNT.	Total par value outstand- ing	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock...	\$9,961,600	\$9,961,600	640.78	\$15,546
Funded debt...	9,330,500	9,330,500	640.78	14,561
Total .....	\$19,292,100	\$19,292,100		\$30,107

## Security for Funded Debt.

DESIGNATION OF BOND OR OBLIGATION.	ROAD OR TRACKS MORTGAGED.		Amount of mortgage per mile of line.
	From	To	
Maine Shore Line Railroad Co., First Mortgage Bonds .....	Brewer Junction.....	Mt. Desert Ferry.....	\$18,235
Penobscot Shore Line Railroad Co., First Mortgage Bonds* .....	Bath .....	Rockland .....	26,765
Knox & Lincoln Railway, Second Mortgage Bonds* .....	Bath .....	Rockland .....	8,236
Washington County Railway Co., First Mortgage Bonds† .....	Calais .....	Washington Jet. ....	18,014
	Ayers Jet.....	Eastport .....	
	St. Croix Jet.....	Princeton .....	
	Woodland Jet.....	Woodland .....	
Somerset Railway Co., First Mortgage Bonds‡ .....	Oakland .....	Bingham .....	5,351
Somerset Railway Co., Consol. Mortgage Bonds‡ .....	Oakland .....	Bingham .....	4,102
Somerset Railway Co., First Mortgage and Refund Bonds‡ .....	Oakland .....	Kineo .....	9,152
Maine Central Railroad Co., Collateral Trust Bonds§ .....			

Equipment, income, securities, and other property mortgaged:

\*Equipment formerly owned by Knox &amp; Lincoln Railway.

†All equipment and property formerly owned by the Washington County Railway Co.

‡Equipment formerly owned by Somerset Railway Co.  
§\$669,000 Maine Shore Line, 1st mortgage bonds.

## Expenditures for Additions and Betterments During the Year.

ACCOUNT.	From special appropriations.	Through issue of securities.	Property retired or converted.	Total.
Right of way and station grounds .....		\$30,982.96	<i>\$542,021.82</i>	<i>\$511,038.86</i>
Real estate .....		9,384.60	<i>170,108.00</i>	<i>160,723.40</i>
Widening cuts and fills .....		5,294.67		5,294.67
Protection of banks .....		354.24		354.24
Grade revisions and changes of line .....		105,876.08	<i>52,517.33</i>	53,358.75
Bridges, trestles, and culverts .....		14,432.66		14,432.66
Increased weight of rail....	\$17,440.64			17,440.64
Improved frogs and switches .....	492.38			492.38
Track fastenings and other material .....	11,021.60			11,021.60
Ballast .....	15,393.15			15,393.15
Additional main tracks.....		147,449.00	<i>248,803.24</i>	<i>101,354.24</i>
Sidings and spur tracks.....		32,789.48	<i>7,908.08</i>	<i>24,881.40</i>
Terminal yards.....		62,554.34	<i>186,730.67</i>	<i>124,176.33</i>
Fencing right of way.....	400.97			400.97
Improvement of over and under grade crossings.....		2,227.74		2,227.74
Track elevation, elimination of grade crossings, etc. ....		6,187.18		6,187.18
Block and other signal apparatus .....		29,353.32		29,353.32
Telegraph and telephone lines .....	709.01			709.01
Station buildings and fixtures .....	15,617.42	5,100.00	<i>51,040.08</i>	30,322.66
Shops, enginehouses, and turntables .....			<i>1,200.57</i>	<i>1,200.57</i>
Shop machinery and tools.....		78,465.86	<i>17,992.00</i>	<i>60,473.86</i>
Water and fuel stations....	773.48	2,360.00	<i>4,541.04</i>	<i>1,407.56</i>
Grain elevators and storage warehouses .....		18,362.89	<i>3,450.00</i>	14,912.89
Electric light and power plants .....		1,700.00	<i>296,000.00</i>	<i>294,300.00</i>
Equipment .....		466,492.35	<i>416,562.31</i>	<i>49,930.04</i>
Miscellaneous .....		9,191.46	<i>8,425.00</i>	766.46
Total—Entire Line.....	\$61,848.65	\$1,028,558.83	<i>\$2,007,300.14</i>	<i>\$916,892.66</i>
Total—State of New Hampshire.....	\$16,268.83			\$16,268.83

Figures in italics indicate credits.

## Road and Equipment.

Investment since June 30, 1907.

ACCOUNT.	Expenditures for New Lines or Ex- tensions During the Year.		Expendi- tures for additions and bet- terments during the year.	Total ex- penditures, July 1, 1907, to June 30, 1911.	Total ex- penditures, July 1, 1907, to June 30, 1912.
	From cash or other working assets.	Through issue of securi- ties.			
Road:					
Engineering .....		\$1,162.12	\$38,274.34	\$5,159.68	\$31,952.54
Right of way and station grounds.....			511,088.86	237,795.29	273,243.57
Real estate.....			160,723.40	230,990.63	70,267.23
Grading .....		14,821.02	44,770.80	320,218.02	379,809.84
Bridges, trestles, and culverts .....		5,195.15	47,495.23	162,593.13	215,283.51
Ties .....		181.00	20,210.19	56,982.39	36,953.20
Rails .....			22,946.22	184,084.07	161,137.85
Frogs and switches.....			6,098.90	17,549.09	11,450.19
Track fastenings and other material.....			9,259.51	37,986.10	47,245.61
Ballast .....			32,142.04	48,755.88	16,613.84
Track laying and surfacing .....			62,244.47	115,832.68	53,588.21
Roadway tools.....			1,200.57		1,200.57
Fencing right of way.....			1,587.44	341.41	1,928.85
Crossings and signs.....			4,236.53	98,374.19	102,610.72
Interlocking and other signal appa- ratus .....			27,438.09	400,506.92	427,945.01
Telegraph and tele- phone lines.....			709.01		709.01
Station buildings and fixtures.....			50,491.93	97,233.92	66,741.99
General office build- ings and fixtures...			251.72	63,269.36	63,521.08
Shops, enginehouses, and turntables.....		338.98	60,515.10	121,642.90	182,496.98
Shop machinery and tools .....			1,407.56	23,976.91	22,569.35
Water stations.....		27.30	14,633.72	23,574.67	38,235.69
Fuel stations.....			252.42	4,096.31	4,348.73
Dock and wharf property .....			294,300.00	336,137.41	41,837.41
Miscellaneous struc- tures .....			875.49	27,622.65	28,498.14
Rent of equipment...			14,171.11	25,844.98	40,016.09
Cost of road pur- chased .....	\$6,395,885.62				6,395,885.62
Total .....	\$6,395,885.62	\$21,725.57	\$954,882.31	\$2,640,568.59	\$8,103,297.47

Figures in italics indicate credits.

Road and Equipment.—*Concluded.*

ACCOUNT.	Expenditures for New Lines or Ex- tensions During the Year.		Expendi- tures for additions and bet- terments during the year.	Total ex- penditures, July 1, 1907, to June 30, 1911.	Total ex- penditures, July 1, 1907, to June 30, 1912.
	From cash or other working assets.	Through issue of securi- ties.			
Equipment:					
Steam locomotives...	\$112,324.67		\$116,580.93	\$305,975.89	\$534,881.49
Passenger-train cars	65,455.91		34,312.16	188,294.54	288,062.61
Freight-train cars...	216,882.96		80,066.75	1,940,832.64	2,077,648.85
Work equipment....	25,830.87		20,896.30	16,191.93	21,126.50
Floating equipment...				382,122.84	382,122.84
Total .....	\$420,494.41		\$49,930.04	\$2,833,417.84	\$3,303,842.29
General expenditures:					
Law expenses.....			\$11,940.39		\$11,940.39
Other expenditures...		18.12			18.12
Total .....		\$18.12	11,940.39		\$11,922.27
Recapitulation:					
Road .....	\$6,395,885.62	\$21,725.57	\$954,882.31	\$2,640,568.59	\$8,103,297.47
Equipment .....	420,494.41		49,930.04	2,833,417.84	3,303,842.29
General equipment...		18.12	11,940.39		11,922.27
Total—entire line	\$6,816,380.03	\$21,743.69	\$916,892.66	\$5,473,986.43	\$11,395,217.49
Total — State of New Hampshire.			\$16,268.83	\$68,467.21	\$84,736.04

Expenditures for Additions and Betterments in the State of New Hampshire represents the cost of additions and betterments to property of The Portland and Ogdensburg Railway and Upper Coös Railroad charged as rental of leased roads in the Maine Central Railroad Company's accounts.

Figures in italics indicate credits.



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**Summary of Road and Equipment—Entire Line.**

## Investment to June 30, 1907:

Road . . . . .	\$14,562,748.85
Equipment . . . . .	7,333,752.14
Investment since June 30, 1907 . . . . .	11,395,217.49
Total . . . . .	\$33,291,718.48
Reserve for accrued depreciation—Cr. . . . .	*3,753,479.60
Net total . . . . .	\$29,538,238.88
Cost per mile of line (mileage 640.78 miles) . . . . .	46,097.32

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**Income Account.**

## Operating income:

## Rail operations:

Operating revenues . . . . .	\$10,643,051.36
Operating expenses . . . . .	7,690,846.16

Net operating revenue . . . . .	\$2,952,205.20
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## Outside operations:

Revenues . . . . .	\$471,563.76
Expenses . . . . .	470,937.08

Net revenue from outside operations . . . . .	626.68
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Total net revenue . . . . .	\$2,952,831.88
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Taxes accrued . . . . .	530,223.23
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Operating income . . . . .	\$2,422,608.65
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Carried forward

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\*On June 30, 1912, there was a balance standing to the credit of "Reserve for Accrued Equipment Depreciation" of \$3,753,479.60, made up as follows:

Balance June 30, 1911 . . . . .	\$3,662,921.38
Depreciation charged to operating expenses, year ended June 30, 1912 . . . . .	321,758.47
Depreciation charged to outside operations, year ended June 30, 1912 . . . . .	17,960.16
	\$4,002,640.01
Less depreciation on equipment retired during the year ended June 30, 1912 . . . . .	249,160.41
Balance June 30, 1912 . . . . .	\$3,753,479.60

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Operating income brought forward . . . .		\$2,422,608.65
Other income:		
Rents accrued from lease of road . . . . .	\$47,264.76	
Other rents—credits:		
Joint facilities . . . . .	23,800.00	
Other properties—net income . . . . .	250.00	
Dividends declared on stocks owned or controlled . . . . .	57,672.40	
Interest accrued on funded debt owned or controlled . . . . .	9,789.13	
Miscellaneous income . . . . .	8,477.47	
Total other income . . . . .		147,253.76
Gross corporate income . . . . .		\$2,569,862.41
Deductions from gross corporate income:		
Rents accrued for lease of other roads . . . . .	\$946,072.64	
Other rents—debts:		
Hire of equipment . \$41,772.09		
Joint facilities . 100,702.54		
Miscellaneous rents 19,155.38		
	161,630.01	
Interest accrued on funded debt . . . . .	\$73,645.00	
Other interest . . . . .	48,143.16	
Sinking and redemption funds chargeable to income . . . . .	13,440.00	
Total deductions . . . . .		2,042,930.81
Net corporate income . . . . .		\$526,931.60
Disposition of net corporate income:		
Dividends declared—		
On common stock—		
1½% payable Oct. 2, 1911 . . . . .	\$74,644.50	
1½% payable Jan. 1, 1912 . . . . .	93,293.99	
1½% payable Apr. 1, 1912 . . . . .	124,369.75	
1½% payable July 1, 1912 . . . . .	149,262.00	
	\$441,570.24	
On receipts outstanding for installments paid—		
1½% payable Jan. 1, 1912 . . . . .	\$37.88	
1½% payable Apr. 1, 1912 . . . . .	101.00	
1½% payable July 1, 1912 . . . . .	151.50	
	\$290.38	
Carried forward . . . . .	\$441,860.62	\$526,931.60

Brought forward . . . . .	\$441,860.62	\$526,931.60
Appropriations for additions and betterments—		
Expended during the year . . . . .	61,848.65	
		503,709.27
Balance for year—to credit of profit and loss . . . . .		\$23,222.33

### Profit and Loss Account.

#### DR.

Appropriations for other reserves . . . . .	\$23,222.33
Deductions for year—	
Real estate abandoned at Cumberland Centre . . . . .	\$3,145.82
Miscellaneous uncollectible accounts . . . . .	1,890.55
Premium on stock charged off . . . . .	270.00
	5,306.37
Balance June 30, 1912 . . . . .	3,149,045.20
Total . . . . .	\$3,177,573.90

#### CR.

Balance June 30, 1911 . . . . .	*\$3,146,860.61
Balance for year, from income account . . . . .	23,222.33
Additions for year—	
Adjustment of inventories . . . . .	\$5,739.05
Sale of unclaimed baggage . . . . .	455.14
Freight claim authorities charged off . . . . .	473.58
Unpaid wages charged off . . . . .	588.01
Miscellaneous items . . . . .	235.18
	7,490.96
	\$3,177,573.90

\*This balance was reported in the report for the year ended June 30, 1911, as \$3,147,142.31—a difference of \$281.70. The report for the year ended June 30, 1911, was objected to by the Interstate Commerce Commission, and the Maine Central Railroad Co. was instructed to correct same by reducing the value of the Maine Central scrip and the Portland and Kennebec scrip to the par value. [See page 158, vol. 1, N. H. P. S. C. Reports. The New Hampshire Public Service Commission was not notified of the change.]

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**Operating Revenues—State of New Hampshire.**
**Revenue from transportation:**

Freight revenue . . . . .	\$273,885.07
Passenger revenue . . . . .	\$131,727.11
Excess baggage revenue . . . . .	1,347.08
Mail revenue . . . . .	7,070.66
Express revenue . . . . .	6,050.00

Total passenger service train revenue . . . . .	146,194.85
Switching revenue . . . . .	223.17
Special service train revenue . . . . .	100.00

Total revenue from transportation . . . . .	\$420,403.09
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**Revenue from operations other than transportation:**

Station and train privileges . . . . .	\$185.84
Parcel-room receipts . . . . .	96.20
Storage—baggage . . . . .	31.28
Car service . . . . .	1,226.98
Rents of buildings and other property . . . . .	1,333.16
Miscellaneous . . . . .	197.42

Total revenue from operations other than transportation . . . . .	3,070.88
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Total operating revenues—state . . . . .	\$423,473.97
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Total operating revenues—entire line . . . . .	\$10,643,051.36
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## Securities Owned.

## Stocks.

(Not held in sinking or other funds.)

NAME OF CORPORATION AND SECURITY.	UNPLEDGED.		Dividends Declared.	
	Total par value.	Cost or book value.	Rate	Amt.
Stocks of proprietary, affiliated, and controlled companies held for investment:				
Railway companies — active:				
Upper Coös Railroad, Vt. ....	\$32,000.00	\$1.00	.....	
Coös Valley Railroad Co. ....	60,000.00	1.00	.....	
Portland Terminal Co. ....	1,000,000.00	1,000,000.00	5%	\$37,500
Sandy River & Rangeley Lakes R. R. ....	256,600.00	255,000.00	4% and	7.852 %
Rangeley Lakes & Megantic R. R. Co. ....	25,000.00	25,000.00	.....	
Indian River Ry. Co. ....	15,000.00	1.00	.....	
Other than railway companies — active:				
Portland, Mt. Desert & Machias Steamboat Co....	110,000.00	1.00	.....	
Ricker Hotel Co..	1,217,100.00	1,217,100.00	.....	
Total .....	\$2,715,700.00	\$2,497,104.00		\$45,352

Securities Owned.—*Continued.*

## Funded Debt.

(Not held in sinking or other funds.)

NAME OF CORPORATION AND SECURITY.	UNPLEDGED.		Interest Accrued.	
	Total par value.	Cost or book value.	Rate.	Amt.
Funded debt of proprietary, affiliated, and controlled companies held for investment:				
Sandy River & Rangeley Lakes R. R. ....	\$232,000.00	\$208,800.00	4%	\$4,279.13

Securities Owned.—*Continued.*

## Miscellaneous Securities.

Name of security:

Portland &amp; Kennebec scrip—

Par value ..... \$86.67

Dividends declared ..... None

Securities Owned.—*Continued.*

## Marketable—Stocks.

NAME OF CORPORATION AND SECURITY.	Par. value.	Cost or book value.	DIVIDENDS DECLARED.	
			Rate.	Amount.
The Portland and Ogdensburg Ry...	\$593.420	\$296.710.00	2%	\$11,868.40
Boston & Maine R. R.	6,300	6,300.00	4%	252.00
Bridgton and Saco R. R. ....	5,000	5,000.00	4%	200.00
Total .....	\$604,720	\$308,010.00		\$12,320.40

Securities Owned.—*Concluded.*

## Marketable—Funded Debt.

NAME OF CORPORATION AND SECURITY.	Par. value.	Cost or book value.	INTEREST ACCRUED.	
			Rate.	Amount.
Railway companies—active:				
Upper Coös R. R.	\$118,000	\$118,000.00	4½%	\$5,310.00
Maine Central R. R. Co. and European & No. American Ry. Co.	5,000	5,000.00	4%	200.00
Total .....	\$123,000	\$123,000.00		\$5,510.00

## Summary of Securities Owned.

(Not held in sinking or other funds.)

KIND OF SECURITY.	Par value.	Dividends or interest.
<b>Stocks:</b>		
Stocks of respondent "in treasury" and "pledged as collateral".....	\$1,250	none
Stocks of railway companies—active	1,993,320	\$57,672.40
Stocks of other than railway companies—active .....	1,327,100	none
Total .....	\$3,321,670	\$57,672.40
<b>Funded debt:</b>		
Funded debt of respondent "in treasury" and "pledged as collateral" .....	\$931,000	none
Funded debt of railway companies—active .....	355,000	\$9,789.13
Total .....	\$1,286,000	\$9,789.13
<b>Miscellaneous securities:</b>		
Miscellaneous securities of respondent "in treasury" and "pledged as collateral".....	\$86.67	.....
Total .....	\$86.67	.....



### Collateral Trust Bonds.

Due June 1, 1923. Interest 5%.

Amount issued . . . . .	\$700,000.00
Amount purchased and retired . . . . .	*31,000.00
Amount outstanding July 1, 1912 . . . . .	\$669,000.00
Balance in fund July 1, 1911 . . . . .	\$307,610.01
Payments by Maine Central R. R. Co. . . . .	6,690.00
Income for the year . . . . . \$11,673.45	
Less premiums on bonds matured	
April 1, 1912 . . . . . †2,576.71	
	9,096.74
Balance in fund July, 1912 . . . . .	\$323,396.75

### INVESTMENTS.

\$17,000 Maine Shore Line Railroad Co., 6% bonds, cost . . . . .	\$21,523.66
\$8,000 Portland Union Railway Station Co., 4% bonds, cost . . . . .	8,133.33
\$29,000 Portland & Ogdensburg Railway, 4½% bonds, cost . . . . .	30,705.01
\$19,000 Knox & Lincoln Railway, 5% bonds, cost . . . . .	20,165.00
\$9,000 Upper Coös Railroad, 4½% bonds, cost . . . . .	9,120.37
\$13,000 Maine Central Railroad Co., Improvement 4½% bonds cost . . . . .	13,951.00
\$8,000 Maine Central Railroad Co., and European & No. American Ry., 4% bonds, cost . . . . .	8,388.97
\$15,000 Concord & Montreal Railroad, 3½% bonds, cost . . . . .	15,106.75
\$72,000 Boston & Maine Railroad, 4% bonds, cost . . . . .	71,472.07
\$10,000 Boston & Maine Railroad, 3½% bonds, cost . . . . .	9,851.81
\$18,000 Fitchburg Railroad, 3½% bonds, cost . . . . .	18,230.92
\$29,000 Washington County Railway, 3½% bonds, cost . . . . .	27,916.08
\$10,000 Concord & Montreal Railroad, 4% bonds, cost . . . . .	10,018.89
Carried forward . . . . .	\$264,583.86

\*In hands of trustee.

†Premium on \$44,500 Maine Central R. R. Co., 4% Consol. bonds, \$5000 Maine Central R. R. Co., 7% Consol. bonds, and \$2000 Maine Central R. R. Co., 5% Consol. bonds, which matured April 1, 1912.

Brought forward . . . . .	\$264,583.86
\$5,000 Fitchburg Railroad, 4% bonds, cost . . . . .	5,110.83
\$4,000 Portsmouth, Great Falls & Conway Railroad, 4½% bonds, cost . . . . .	4,274.50
\$2,000 Worcester, Nashua & Rochester Railroad, 4% bonds, cost . . . . .	2,019.78
\$268,000 Investments, cost . . . . .	\$275,988.97
Bonds purchased and retired, \$31,000, cost . . . . .	32,251.91
Fees of trustee . . . . .	6,440.00
Cash on hand July 1, 1912 . . . . .	8,715.87
Total as per page 419 . . . . .	\$323,396.75

### Series A—Sinking Fund Improvement Bonds.

\$200,000 Due July 1, 1916. Interest 4½%.	
Balance in fund July 1, 1911 . . . . .	\$126,288.98
Payment by Maine Central Railroad Co. . . . .	3,000.00
Income for the year . . . . . \$5,618.00	
Less premiums on bonds matured	
April 1, 1912 . . . . . *3,438.85	
	2,179.15
Balance in fund July 1, 1912 . . . . .	\$131,468.13

### INVESTMENTS.

\$3,000 Fitchburg Railroad, 4½% bonds, cost . . . . .	\$3,033.75
\$2,000 Fitchburg Railroad, 4% bonds, cost . . . . .	2,190.00
\$5,000 Fitchburg Railroad, 3½% bonds, cost . . . . .	4,880.00
\$3,000 Portland Union Railway Station Co., 4% bonds, cost . . . . .	3,002.70
\$24,000 Boston & Maine Railroad, 4½% bonds, cost . . . . .	25,920.00
\$21,000 Maine Central Railroad Co., Improvement 4½% bonds, cost . . . . .	21,614.24
\$2,000 Maine Central Railroad Co., Collateral Trust 5% bonds, cost . . . . .	2,272.50
\$32,000 Boston & Maine Railroad, 4% bonds, cost . . . . .	31,165.00
\$6,000 Concord & Montreal Railroad, 3½% bonds, cost . . . . .	6,025.00
\$28,000 Boston & Maine Railroad, 3½% bonds, cost . . . . .	26,078.75
\$126,000 Investments, cost . . . . .	\$126,181.94
Fees of trustee . . . . .	650.00
Cash on hand July 1, 1912 . . . . .	4,636.19
Total as above . . . . .	\$131,468.13

\*Premium on \$11,000 Maine Central R. R. Co., 4% Consol. bonds, \$3000 Maine Central R. R. Co., 5% Consol. bonds, \$14,700 Maine Central R. R. Co., 7% Consol. bonds, and \$3000 Maine Central R. R. Co., 4½% Consol. bonds, which matured April 1, 1912.

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**Series B—Sinking Fund Improvement Bonds.**

\$250,000 Due July 1, 1917. Interest $4\frac{1}{2}\%$ .	
Balance in fund July 1, 1911 . . . . .	\$150,874.83
Payment by Maine Central Railroad Co. . . . .	3,750.00
Income for the year . . . . . \$6,893.98	
Less premium on bonds matured	
April 1, 1912 . . . . . *5,046.38	
	<hr/> 1,847.60
Balance in fund July 1, 1912 . . . . .	\$156,472.43

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**INVESTMENTS.**

\$9,000 Maine Central Railroad Co., 4% notes, cost . . . . .	\$8,994.00
\$8,000 Portland Union Railway Station Co., 4% bonds, cost . . . . .	8,128.33
\$4,000 Knox & Lincoln Railway, 5% bonds, cost . . . . .	4,262.22
\$32,000 Maine Central Railroad Co., Improvement $4\frac{1}{2}\%$ bonds, cost . . . . .	33,544.63
\$8,000 Boston & Maine Railroad, 4% bonds, cost . . . . .	7,842.84
\$6,000 Concord & Montreal Railroad, $3\frac{1}{2}\%$ bonds, cost . . . . .	6,031.50
\$10,000 Fitchburg Railroad, $3\frac{1}{2}\%$ bonds, cost . . . . .	10,083.06
\$9,000 Fitchburg Railroad, 4% bonds, cost . . . . .	8,790.00
\$8,000 Washington County Railway Co., $3\frac{1}{2}\%$ bonds, cost . . . . .	7,540.22
\$2,000 Maine Central Railroad Co., Collateral Trust 5% bonds, cost . . . . .	2,265.83
\$12,000 Portland & Ogdensburg Railway, $4\frac{1}{2}\%$ bonds, cost . . . . .	12,765.00
\$10,000 Boston & Maine Railroad, $4\frac{1}{2}\%$ bonds, cost . . . . .	10,488.80
\$8,000 Boston & Maine Railroad, $4\frac{1}{2}\%$ bonds, cost . . . . .	8,311.00
\$12,000 Boston & Maine Railroad, $3\frac{1}{2}\%$ bonds, cost . . . . .	11,125.64
\$9,000 Conn. & Pass. River R. R., 4% bonds, cost . . . . .	9,009.75
	<hr/>
\$147,000 Investments, cost . . . . .	\$149,182.82
Trustee's expenses . . . . .	216.00
Cash on hand July 1, 1912 . . . . .	7,073.61
	<hr/>
Total as above . . . . .	\$156,472.43

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\*Premium on \$1000 Maine Central R. R. Co.,  $4\frac{1}{2}\%$  Consol. bonds, \$13,500 Maine Central R. R. Co., 4% bonds, and \$15,600 Maine Central R. R. Co., 7% bonds, which matured April 1, 1912.

## Sinking and Other Funds.—Income and Disbursements During the Year.

NAME OF FUND.	INCOME.			Disbursements.
	Cash appropriations to fund.	Income to fund from investments.	Other income to fund.	
Sinking and redemption funds:				
Maine Central, Collateral Trust bonds...	\$6,690.00	*\$8,944.75	\$151.99	\$210.00
Maine Central, Improvement bonds, "A".	3,000.00	†2,150.96	28.19	25.00
Maine Central, Improvement bonds, "B".	3,750.00	‡1,786.04	61.56	.....
Total .....	\$13,440.00	\$12,881.75	\$241.74	\$235.00

## Assets on June 30, 1912.

NAME OF FUND AND SECURITY.	SECURITIES IN FUND.		Cash in fund.	Total.
	Par value.	Cost or book value.		
Sinking and redemption funds:				
Maine Central, Collateral Trust bonds...	\$268,000	\$275,988.97	\$8,715.87	\$284,704.84
Maine Central, Improvement bonds, "A".	126,000	126,181.94	4,636.19	130,818.13
Maine Central, Improvement bonds, "B".	147,000	149,182.82	7,073.61	156,256.43
Total .....	\$541,000	\$551,353.73	\$20,425.67	\$571,779.40

\*See page 419.

†See page 420.

‡See page 421.

Reserves.	
Operating reserves:	
Improvement fund . . . . .	\$36,470.96
Personal Injury fund . . . . .	99,922.15
Total . . . . .	\$136,393.11
Reserves from income or surplus:	
Sinking funds—	
Maine Central, Collateral Trust Bonds .	\$284,704.84
Maine Central, Improvement bonds. "A" .	130,818.13
Maine Central, Improvement bonds, "B" .	156,256.43
Total . . . . .	\$571,779.40
Not specifically invested:	
Contingent fund . . . . .	\$1,556,361.30

## Property Abandoned.

(Chargeable to Operating Expenses.)

DESCRIPTION OF PROPERTY.	Date abandoned	Total amount chargeable.	Amount charged off.
Track from Cumberland Jct. to Mill Road.....	Dec. 1911	\$155,539.49	\$155,539.49
Heating plant at Bangor....	Dec. 1911	2,668.00	2,668.00
Buildings at Bangor.....	Dec. 1911	922.50	922.50
Buildings at Walnut Hill....	Dec. 1911	2,325.00	2,325.00
Machinery at Oakland shops.	Nov. 1911	1,020.00	1,020.00
Building at No. Jay.....	Feb. 1912	190.00	190.00
Building at Freeport.....	Feb. 1912	260.00	260.00
Sundry sidetracks.....	Various	18,827.62	18,827.62
Total .....	.....	\$181,752.61	\$181,752.61

### Operating Expenses.—Entire Line.

Maintenance of way and structures:	
Superintendence . . . . .	\$63,019.10
Ballast . . . . .	61,795.58
Ties . . . . .	283,513.08
Rails . . . . .	119,931.18
Other track material . . . . .	80,987.99
Roadway and track . . . . .	759,590.73
Removal of snow, sand, and ice . . . . .	82,023.28
Bridges, trestles, and culverts . . . . .	106,616.89
Over and under grade crossings . . . . .	6,799.23
Grade crossings, fences, cattle guards, and signs . . . . .	39,871.60
Signals and interlocking plants . . . . .	69,900.79
Telegraph and telephone lines . . . . .	6,009.29
Buildings, fixtures, and grounds . . . . .	125,659.66
Docks and wharves . . . . .	8,257.58
Roadway tools and supplies . . . . .	22,715.49
Injuries to persons . . . . .	2,337.38
Stationery and printing . . . . .	2,516.30
Other expenses . . . . .	19.53
Maintaining joint tracks, yards, and other facilities—Dr. . . . .	93,385.98
Maintaining joint tracks, yards, and other facilities—Cr. . . . .	<i>54,703.53</i>
Total—maintenance of way and structures	\$1,880,247.13
Maintenance of equipment:	
Superintendence . . . . .	\$36,460.35
Steam locomotives—repairs . . . . .	396,678.20
Steam locomotives—renewals . . . . .	<i>6,713.30</i>
Steam locomotives—depreciation . . . . .	76,077.05
Passenger-train cars—repairs . . . . .	167,178.01
Passenger-train cars—renewals . . . . .	<i>3,878.87</i>
Passenger-train cars—depreciation . . . . .	33,934.50
Freight-train cars—repairs . . . . .	463,098.75
Freight-train cars—renewals . . . . .	<i>4,871.36</i>
Freight-train cars—depreciation . . . . .	194,463.14
Floating equipment—repairs . . . . .	9,785.33
Floating equipment—depreciation . . . . .	9,891.48
Work equipment—repairs . . . . .	19,606.05
Work equipment—renewals . . . . .	1,238.46
Work equipment—depreciation . . . . .	7,392.30
Shop machinery and tools . . . . .	11,839.45
Injuries to persons . . . . .	2,465.43
Stationery and printing . . . . .	3,421.78
Other expenses . . . . .	883.60
Maintaining joint equipment at terminals—Dr. . . . .	15,102.21
Total—maintenance of equipment	\$1,434,052.56

Figures in italics indicate credits.

<b>Traffic expenses:</b>	
Superintendence . . . . .	\$42,069.54
Outside agencies . . . . .	10,518.02
Advertising . . . . .	31,319.41
Traffic associations . . . . .	1,383.88
Fast freight lines . . . . .	2,299.41
Industrial and immigration bureaus . . . . .	6,897.41
Stationery and printing . . . . .	9,965.31
Other expenses . . . . .	19.77
Total—traffic expenses . . . . .	<u>\$104,472.75</u>
<b>Transportation expenses:</b>	
Superintendence . . . . .	\$56,942.92
Dispatching trains . . . . .	25,569.48
Station employees . . . . .	482,446.36
Weighing and car-service associations . . . . .	86.67
Station supplies and expenses . . . . .	74,169.19
Yardmasters and their clerks . . . . .	29,307.16
Yard conductors and brakemen . . . . .	120,099.86
Yard switch and signal tenders . . . . .	18,150.36
Yard supplies and expenses . . . . .	3,393.93
Yard enginemen . . . . .	74,158.80
Enginehouse expenses—yard . . . . .	28,296.45
Fuel for yard locomotives . . . . .	107,785.75
Water for yard locomotives . . . . .	7,868.16
Lubricants for yard locomotives . . . . .	947.50
Other supplies for yard locomotives . . . . .	896.37
Operating joint yards and terminals—Dr. . . . .	391,714.38
Operating joint yards and terminals—Cr. . . . .	2,264.98
Road enginemen . . . . .	438,490.06
Enginehouse expenses—road . . . . .	123,139.29
Fuel for road locomotives . . . . .	1,025,580.62
Water for road locomotives . . . . .	33,159.52
Lubricants for road locomotives . . . . .	11,247.77
Other supplies for road locomotives . . . . .	11,771.02
Road trainmen . . . . .	524,286.95
Train supplies and expenses . . . . .	95,518.07
Interlockers and block and other signals—operation . . . . .	100,258.24
Crossing flagmen and gatemen . . . . .	51,046.69
Drawbridge operation . . . . .	1,229.32
Clearing wrecks . . . . .	10,916.32
Telegraph and telephone—operation . . . . .	5,859.93
Operating floating equipment . . . . .	23,020.95
Stationery and printing . . . . .	36,896.85
Other expenses . . . . .	3,813.31
Loss and damage—freight . . . . .	32,525.05
Loss and damage—baggage . . . . .	528.82
Damage to property . . . . .	28,805.19
Damage to stock on right of way . . . . .	1,633.43
Injuries to persons . . . . .	22,124.02
Carried forward . . . . .	<u>\$4,001,419.78</u>

Figures in italics indicate credits.



Brought forward . . . . .	\$4,001,419.78
Operating joint tracks and facilities—Dr. . . . .	579.40
Operating joint tracks and facilities—Cr. . . . .	<i>34,721.49</i>
Total—transportation expenses . . . . .	\$3,967,277.69
General expenses:	
Salaries and expenses of general officers . . . . .	\$52,877.35
Salaries and expenses of clerks and attendants . . . . .	98,782.23
General office supplies and expenses . . . . .	7,511.43
Law expenses . . . . .	36,227.38
Insurance . . . . .	55,681.86
Pensions . . . . .	8,034.15
Stationery and printing . . . . .	24,438.77
Other expenses . . . . .	14,771.18
General administration joint tracks, yards, and terminals—Dr. . . . .	6,471.68
Total—general expenses . . . . .	\$304,796.03
Recapitulation of expenses:	
Maintenance of way and structures . . . . .	\$1,880,247.13
Maintenance of equipment . . . . .	1,434,052.56
Traffic expenses . . . . .	104,472.75
Transportation expenses . . . . .	3,967,277.69
General expenses . . . . .	304,796.03
Total operating expenses . . . . .	\$7,690,846.16
Ratio of operating expenses to operating revenues, 72.26%.	

### State of New Hampshire.

Operating expenses:	
Maintenance of way and structures . . . . .	\$138,213.32
Maintenance of equipment . . . . .	74,392.41
Traffic expenses . . . . .	6,541.68
Transportation expenses . . . . .	225,646.54
General expenses . . . . .	17,076.21
Total operating expenses . . . . .	\$461,870.16
Ratio of operating expenses to operating revenues, 109.07%.	

Figures in italics indicate credits.

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**Revenues and Expenses of Outside Operations  
and Other Properties.**

(Summary.)

**Outside operations:**

Revenues . . . . .	\$471,563.76
Expenses . . . . .	470,937.08
	<hr/>
Net revenue . . . . .	\$626.68
	<hr/>

**Other properties:****Hotel Rockwood property:**

Revenue . . . . .	\$250.00
Expenses . . . . .	.....
	<hr/>
Net income . . . . .	\$250.00

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**Rents Receivable.****From joint tracks: .**

Trackage rights located between Mattawam- keag, Me., and Vanceboro, Me., Canadian Pa- cific Railway Co., lessee . . . . .	\$23,800.00
	<hr/>

**From lease of road:****Road leased—**

The Portland and Ogdensburg Ry.—location, Portland, South Portland, and West- brook, Portland Terminal Company, les- see . . . . .	\$42,719.76
Portland & Rumford Falls R. R. Co.—location, Portland, South Portland and Westbrook, Portland Terminal Company, lessee . . . . .	4,545.00
	<hr/>
	\$47,264.76

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**Miscellaneous Income.****Rent of real estate:**

Gross income . . . . .	\$11,019.09
Expenses . . . . .	2,541.62
	<hr/>
Net miscellaneous income . . . . .	\$8,477.47

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### Rents Payable.

## Joint yards and terminals:

## Terminal facilities—

Lunenburg, Vt., St. Johnsbury & Lake Champlain R. R., lessor . . . . .	\$196.26
St. Johnsbury, Vt., St. Johnsbury & Lake Champlain R. R., lessor . . . . .	146.28
Portland, Me., Portland Terminal Co., lessor	100,000.00

## Rent of station—

Dudswell Jet., P. Q., Quebec Central Ry., lessor . . . . .	360.00
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Total . . . . .	<u>\$100,702.54</u>
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**Rents Payable.—Continued.**  
(For Lease of Road.)

ROAD LEASED.	Guaranteed interest on bonds.	Guaranteed dividends on stock.	Cash.	Total.
European & North American Railway.....	\$10,000.00	.....	\$125,500.00	\$165,500.00
Belfast & Moosehead Lake Railroad.....	.....	.....	36,000.00	36,000.00
Dexter & Newport Railroad.....	7,000.00	\$6,100.00	250.00	13,350.00
Eastern Maine Railway.....	.....	.....	9,500.00	9,500.00
The Portland & Ogdensburg Railway.....	95,355.00	87,850.76	500.00	183,705.76
Dexter & Piscataquis Railroad.....	7,000.00	.....	6,350.00	13,350.00
Upper Coös Railroad.....	45,185.00	21,000.00	500.00	66,685.00
The Hereford Railway.....	32,000.00	32,000.00	500.00	64,500.00
Portland & Rumford Falls Railroad.....	.....	.....	328,000.00	328,000.00
St. Johnsbury & Lake Champlain R. R.....	.....	.....	12,500.00	12,500.00
Additions and betterments to leased lines*	.....	.....	52,981.88	52,981.88
Total .....	\$226,540.00	\$146,950.76	\$572,581.88	\$946,072.64

*Expended during the year for additions and betterments to leased lines \$52,981.88, as follows:	
Belfast & Moosehead Lake Railroad . . .	\$1,795.79
Dexter & Newport Railroad . . .	580.06
Dexter & Piscataquis Railroad . . .	1,808.87
European & North American Railway . . .	15,734.55
Eastern Maine Railway . . .	7,242.07
Portland & Rumford Falls Railroad . . .	16.70
Total	\$27,178.04
Carried forward,	

Brought forward,	\$27,178.04
Portland & Ogdensburg Railway . . .	10,238.73
Upper Coös Railroad . . .	15,410.51
Hereford Railway . . .	154.60
Total	\$52,981.88

Rents Payable.— <i>Concluded.</i>	
(Miscellaneous.)	
Description of property:	
Car shops—location, Portland, Me., Portland Terminal Co., lessor . . . . .	\$10,187.74
High Head Wharf—location, Bangor, Me., J. P. Bass, lessor . . . . .	3,000.00
Land for buildings—location, Bangor, Me., J. P. Bass, lessor . . . . .	500.00
Emerson Wharf—location, Bangor, Me., C. H. Bartlett, lessor . . . . .	700.00
Call Dock—location, Bangor, Me., Charlotte Roberts, et als., lessors . . . . .	1,500.00
Land for buildings—location, Rumford Falls, Me., Rumford Falls Power Co., lessor . . . . .	600.00
Other rentals . . . . .	2,667.64
Total . . . . .	\$19,155.38

**Hire of Equipment.**  
Equipment Interchanged.

KIND OF EQUIPMENT.	Locomotive days or car-days.	Locomotive-miles or car-miles.	Total compensation.
Accrued on equipment borrowed:			
Passenger locomotives..	18	2,869	\$864.97
Freight locomotives....	622	.....	3,110.21
Passenger-train cars....	140	3,131,124	71,713.87
Freight-train cars.....	1,948,502	1,003,867	649,878.54
Work cars .....	2,569	.....	900.92
Total .....	1,951,851	4,137,860	\$726,468.51
Accrued on equipment loaned:			
Freight locomotives....	988	.....	\$4,953.28
Work locomotives.....	1,114	.....	5,603.60
Passenger-train cars....	614	3,046,503	70,035.47
Freight-train cars.....	1,931,768	180	636,079.99
Work cars .....	90,679	.....	16,624.25
Total .....	2,025,163	3,046,683	\$733,296.59

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Hire of Equipment.—*Concluded.*

## Miscellaneous freight:

Amount at 6/10c. . . . . \$711.89

Amount at 3/4c. . . . . 9,717.50

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\$10,429.39

Number car-miles, 1,414,317.

## Pullman Company—parlor and sleeping:

Rate, 2c. . . . . 38,170.78

Number car-miles, 1,908,539.

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Total amount payable . . . . . \$48,600.17

Total number car-miles, 3,322,856.

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Recapitulation of Hire of Equipment.

ACCOUNT.	Amount receivable.	Amount payable.
Equipment interchanged .....	\$733,296.59	\$726,468.51
Private cars .....	.....	48,600.17
Total .....	<hr/> \$733,296.59	<hr/> \$775,068.68
Balance payable (as shown in in- come account .....	.....	<hr/> 41,772.09

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## Taxes and Assessments.

STATE OR TERRITORY.	Ad valorem tax on the value of real and personal property.	SPECIFIC TAX.			Internal revenue U. S. government.	Total.
		On stocks, bonds, loans, etc.	On gross or net earnings, revenue, or dividends.	On traffic, or some physical quality of prop- erty operated, or on privilege.		
Maine .....	\$61,196.76	.....	\$412,463.88	.....	.....	\$473,660.64
New Hampshire .....	36,600.52	.....	.....	.....	.....	36,600.52
Vermont .....	227.85	\$75.00	1,706.10	.....	.....	2,008.95
Quebec .....	129.78	.....	.....	\$1,585.50	.....	1,715.28
New Brunswick.....	79.92	.....	.....	.....	.....	79.92
United States .....	.....	.....	.....	.....	\$16,157.92	16,157.92
Total .....	\$98,234.83	\$75.00	\$414,169.98	\$1,585.50	\$16,157.92	\$530,223.23



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### Important Changes During the Year—Entire Line.

All extensions of road put in operation:

None, except merged lines and property leased.

Decrease in mileage by line abandoned or line straightened:

Mileage decreased .71 miles account diversion of line between Cumberland Jct. and Mill Road.

All other important physical changes:

All railroad property within the limits of Portland, South Portland and Westbrook sold to the Portland Terminal Company on July 1, 1911.

Hotel properties at Kineo purchased of the Kineo Company on July 1, 1911.

Hotel properties at Kineo sold to the Ricker Hotel Company on January 1, 1912.

Property of the Androscoggin Railroad Co., purchased on August 19, 1911.

All leases taken or surrendered:

The property of the St. Johnsbury & Lake Champlain Railroad between Lunenburg and St. Johnsbury, Vt., including the Victory Branch, 27.49 miles, leased from January 1, 1912.

Property of the Portland & Rumford Falls Railroad and of The Portland and Ogdensburg Railway within the limits of Portland, South Portland and Westbrook sub-leased to the Portland Terminal Co., on July 1, 1911.

All consolidations or reorganizations effected:

The Washington County Railway, Somerset Railway and Sebeccook & Moosehead Railroad merged with the Maine Central Railroad on July 1, 1911.

All new stocks issued:

49,739 shares of capital stock sold for cash during the year.

All new funded debt issued:

None.

All changes in the respondent's holdings of stocks and funded debt:

Portland Union Railway Station Company capital stock and stock scrip, par value \$65,000.00, exchanged for capital stock of the Portland Terminal Co. 9,350 shares of capital stock of the Portland Terminal Co. purchased and received in exchange for property sold. 2,566 shares of capital stock of the Sandy River & Rangeley Lakes Railroad purchased. 250 shares of capital stock of the Rangeley Lakes & Megantic Railroad Co. purchased. 12,171 shares of capital stock of the Ricker Hotel Co. purchased. 12 shares of capital stock of the Maine Central Railroad Co. purchased. Capital stock of the Washington County Railway Co., Somerset Railway Co., Sebeccook & Moosehead Railroad Co., and Kineo Company cancelled on account of merger of the properties with the Maine Central Railroad Co. \$232,000.00 in Sandy River & Rangeley Lakes R. R., first mortgage 4% bonds purchased.

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**Important Changes During the Year—Entire Line.—***Concluded.*

Adjustments in the book value of securities owned, and reasons therefor:

Book value of \$223,000.00 in Washington County Railway Co. first mortgage 3½% bonds increased to par value to conform to rulings of the Interstate Commerce Commission.

All other important financial changes:

None.

**Comparative General Balance Sheet.**

June 30, 1911.	ASSETS.	June 30, 1912.
	Property investment:	
	Road and equipment—	
	Investment to June 30, 1907—	
\$14,562,748.85	Road .....	\$14,562,748.85
7,333,752.14	Equipment .....	7,333,752.14
\$21,896,500.99		\$21,896,500.99
	Investment since June 30, 1907—	
\$2,640,568.59	Road .....	\$8,103,297.47
2,833,417.84	Equipment .....	3,303,842.29
.....	General expenditures....	11,922.27
\$5,473,986.43		\$11,395,217.49
\$27,370,487.42		\$33,291,718.48
3,662,921.38	Reserve for accrued depreciation, Cr.....	3,753,479.60
\$23,707,566.04	Total .....	\$29,538,238.88
	Securities:	
	Securities issued or assumed—pledged—	
\$669,000.00	Funded debt .....	\$669,000.00
	Securities of proprietary, affiliated, and controlled companies—unpledged—	
2,000,569.81	Stocks .....	\$2,497,104.00
.....	Funded debt.....	208,800.00
		\$2,705,904.00
\$2,669,569.81	Total .....	\$3,374,904.00
.....	Other investments .....	\$30,318.72

Figures in italics indicate credits.

June 30, 1911.	ASSETS.	June 30, 1912.
\$1,367,250.71	Working assets:	\$1,352,544.20
	Cash .....	
	Securities issued or assumed	
	—held in treasury—	
\$50.00*	Stocks .....	\$1,250.00
\$5,506.00	Funded debt.....	262,000.00
\$6.67*	Miscellaneous .....	86.67
\$85,636.67		\$263,336.67
	Marketable securities—	
\$308,010.00	Stocks .....	\$308,010.00
322,282.50	Funded debt .....	123,000.00
\$630,292.50		\$431,010.00
\$451,541.00	Loans and bills receivable....	\$1,811,026.00
	Traffic and car-service bal-	
344,790.24	ances due from other com-	287,739.84
	panies .....	
224,648.15	Net balance due from agents	277,207.78
	and conductors .....	
615,160.05	Miscellaneous accounts re-	
1,344,511.50	ceivable .....	461,601.58
27,790.94	Materials and supplies.....	1,250,920.26
	Other working assets.....	46,495.40
\$5,091,621.76	Total .....	\$6,181,881.73
	Deferred debit items:	
	Temporary advances to pro-	
\$1,509,830.22	prietary, affiliated, and	
430.00	controlled companies.....	.....
	Working funds .....	\$430.00
\$1,510,260.22		\$430.00
	Rents and insurance paid in	
\$41,604.68	advance .....	\$37,160.32
.....	Special deposits .....	41,779.50
545,450.91	Cash and securities in sinking	
1,084,952.82	and redemption funds.....	571,779.40
	Other deferred debit items...	1,100,074.26
\$3,182,269.63	Total .....	\$1,751,223.48
\$34,651,027.24†	Grand total .....	\$40,876,566.81

\*See page 414.

†Differs from report for period ended June 30, 1911, on account of changes authorized by Interstate Commerce Commission.

## Comparative General Balance Sheet—Continued.

June 30, 1911.	LIABILITIES.	June 30, 1912.
	Stock:	
.....	Common stock held by Co....	\$1,250.00
\$4,976,400.00†	Common stock not held by Co. ....	9,949,650.00
		\$9,950,900.00
.....	Receipts outstanding for in- installments paid .....	10,100.00
		\$9,961,000.00
19,300.00†	Stock liability for conversion of outstanding securities of constituent companies .....	18,700.00
.....	Premiums realized on capital stock .....	3,096.00
\$4,995,700.00	Total .....	\$9,982,796.00
	Mortgage, bonded, and secured debt:	
	Funded debt—	
\$907,800.00	Mortgage bonds, held by company .....	\$1,008,000.00
10,534,392.00	Mortgage bonds, not held by company .....	5,203,500.00
\$11,442,192.00		\$6,211,500.00
\$4,000.00	Collateral Trust bonds, held by company.....	\$4,000.00
665,000.00	Collateral Trust bonds, not held by company.....	665,000.00
\$669,000.00		\$669,000.00
7,000,000.00†	Plain bonds, debentures, and notes, not held by company.	\$2,000,000.00
\$61,000.00	Miscellaneous funded obliga- tions held by company.....	\$66,000.00
389,000.00	Miscellaneous funded obliga- tions not held by company.	384,000.00
\$450,000.00		\$450,000.00
\$19,561,192.00	Total .....	\$9,330,500.00

†Change authorized by Interstate Commerce Commission after the report for year ended June 30, 1911, was rendered.

June 30, 1911.	LIABILITIES.	June 30, 1912.
	Working liabilities:	
\$1,500,000.00†	Loans and bills payable.....	\$12,000,000.00
251,100.70	Traffic and car-service bal- ances due to other compa- nies .....	254,756.80
554,597.01	Audited vouchers and wages unpaid .....	929,928.75
35,079.43	Miscellaneous accounts payable	73,398.89
278,351.04	Matured interest, dividends, and rents unpaid.....	394,450.63
3,100.00	Matured mortgage, bonded, and secured debt unpaid...	160,492.00
4,004.16	Other working liabilities.....	1,079.16
\$2,626,232.34	Total .....	\$13,814,106.23
	Accrued liabilities not due:	
\$311,807.57	Unmatured interest, dividends, and rents payable.....	\$258,707.57
28,622.60	Taxes accrued .....	37,916.94
\$340,430.17	Total .....	\$296,624.51
	Deferred credit items:	
\$261,393.11	Operating reserves .....	\$136,393.11
1,183,758.01	Other deferred credit items..	1,183,758.01
\$1,445,151.12	Total .....	\$1,320,151.12
	Appropriated surplus:	
\$793,354.40	Additions to property since June 30, 1907, through in- come .....	\$855,203.05
	Reserves from income or sur- plus:	
\$545,450.91	Invested in sinking and re- demption funds .....	\$571,779.40
1,196,655.69	Not specifically invested...	1,556,361.30
\$1,742,106.60		\$2,128,140.70
\$2,535,461.00	Total .....	\$2,983,343.75
\$3,146,860.61*	Profit and loss .....	\$3,149,045.20
\$34,651,027.24‡	Grand total .....	\$40,876,566.51

\*See page 414.

†Change authorized by Interstate Commerce Commission after the re-  
port for year ended June 30, 1911, was rendered.

‡Differs from report for period ended June 30, 1911, on account of changes  
authorized by Interstate Commerce Commission.

## Employees and Salaries—Entire Line.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	11	3,648	\$70,011.86	\$19.19
Other officers .....	49	16,380	88,355.98	5.39
General office clerks.....	289	100,740	203,211.68	2.02
Station agents .....	232	79,287	157,206.64	1.98
Other station men.. .....	415	136,211	246,895.08	1.81
Enginemen .....	234	75,683	339,520.40	4.49
Firemen .....	228	73,429	205,856.30	2.80
Conductors .....	182	66,603	264,008.36	3.96
Other trainmen .....	426	146,049	418,070.99	2.86
Machinists .....	116	41,008	93,885.75	2.29
Carpenters .....	316	98,996	211,754.59	2.14
Other shopmen .....	107	34,675	78,722.80	2.27
Section foremen.....	232	76,288	183,144.62	2.40
Other trackmen .....	1,694	398,242	706,816.30	1.77
Switch tenders, crossing tenders, and watchmen....	195	62,012	92,058.65	1.48
Telegraph operators and dispatchers .....	136	47,421	106,336.76	2.24
Employees—account floating equipment .....	90	25,130	49,034.33	1.95
All other employees and laborers .....	934	344,746	651,314.19	1.89
Total (including general officers) .....	5,886	1,826,548	\$4,166,205.28	\$2.28
Less general officers.....	11	3,648	70,011.86	
Total (excluding general officers) .....	5,875	1,822,900	\$4,096,193.42	\$2.25
Distribution of above:				
Maintenance of way and structures .....	2,565	655,933	\$1,308,519.59	\$1.99
Maintenance of equipment	615	213,468	466,487.91	2.19
Traffic expenses .....	30	11,021	36,349.67	3.30
Transportation expenses..	2,351	811,573	2,059,395.19	2.54
General expenses.....	174	59,113	174,103.96	2.95
Outside operations .....	151	75,440	121,348.96	1.61
Total (including general officers) .....	5,886	1,826,548	\$4,166,205.28	\$2.28
Less general officers.....	11	3,648	70,011.86	
Total (excluding general officers) .....	5,875	1,822,900	\$4,096,193.42	\$2.25

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**Contracts, Agreements, etc., Affecting Business.—Entire Line.**

Contracts and agreements of the Washington County Railway Co., Somerset Railway Co., and Sebasticook & Moosehead Railroad Co., assumed by the Maine Central Railroad Co. under the terms of the Merger Act.

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**Traffic and Mileage Statistics—Entire Line.**
**Passenger traffic:**

Number of passengers carried earning revenue . . . . .	4,640,398
Number of passengers carried one mile . . . . .	161,341,874
Number of passengers carried one mile per mile of road . . . . .	135,343
Average distance carried, miles . . . . .	34.77
Total passenger revenue . . . . .	\$3,333,503.97
Average amount received from each passenger . . . . .	.71837
Average receipts per passenger per mile . . . . .	.02066
Total passenger service train revenue . . . . .	3,839,993.66
Passenger service train revenue per mile of road . . . . .	3,221.20
Passenger service train revenue per train-mile . . . . .	1.35569

**Freight traffic:**

Number of tons carried of freight earning revenue . . . . .	6,793,519
Number of tons carried one mile . . . . .	612,514,656
Number of tons carried one mile per mile of road . . . . .	513,812
Average distance haul of one ton, miles . . . . .	90.16
Total freight revenue . . . . .	\$6,666,535.64
Average amount received for each ton of freight . . . . .	.98131
Average receipts per ton per mile . . . . .	.01088
Freight revenue per mile of road . . . . .	5,592.26
Freight revenue per train-mile . . . . .	2.73046

**Total traffic:**

Operating revenues . . . . .	\$10,643,051.36
Operating revenues per mile of road . . . . .	8,927.99
Operating revenues per train-mile . . . . .	2.07361
Operating expenses . . . . .	7,690,846.16
Operating expenses per mile of road . . . . .	6,451.51
Operating expenses per train-mile . . . . .	1.49842
Net operating revenue . . . . .	2,952,205.20
Net operating revenue per mile of road . . . . .	2,476.48

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Average number of passengers per car-mile . . . . .	17
Average number of passengers per train-mile . . . . .	57
Average number of passenger cars per train-mile . . . . .	4.85
Average number of tons of freight per loaded car-mile . . . . .	14.82
Average number of tons of freight per train-mile . . . . .	250.87
Average number of freight cars per train-mile . . . . .	23.85
Average number of loaded cars per train-mile . . . . .	16.93
Average number of empty cars per train-mile . . . . .	5.98
Average mileage operated during year . . . . .	*1,192.10
Locomotive mileage:†	
Revenue service—	
Freight locomotive-miles . . . . .	2,408,552
Passenger locomotive-miles . . . . .	2,737,202
Mixed locomotive-miles . . . . .	156,392
Special locomotive-miles . . . . .	5,019
Switching locomotive-miles . . . . .	930,140
Total revenue locomotive mileage . . . . .	6,237,305
Nonrevenue service locomotive-miles . . . . .	358,439
Car mileage:	
Revenue service—	
Freight car-miles—	
Loaded . . . . .	41,338,360
Empty . . . . .	14,601,242
Caboose . . . . .	2,290,811
Total freight car-miles . . . . .	58,230,413
(Carried forward)	

## \*Average mileage operated:

July 1, 1911 . . . . .	1,179.80
August 1, 1911 . . . . .	1,179.81
December 1, 1911 . . . . .	1,179.10
January 1, 1912 . . . . .	1,206.48
February 1, 1912 . . . . .	1,204.11
July 1, 1912 . . . . .	1,204.08

†Locomotive mileage includes 22,372 miles made by Bangor & Aroostook Railroad locomotives between Northern Maine Junction and Bangor, and 6302 miles made by Boston & Maine Railroad locomotives between Intervale and Fabyans in Maine Central Railroad service.

Brought forward . . . . .	58,230,413
Passenger car-miles—	
Passenger . . . . .	7,491,259
Sleeping, parlor, and observa- tion . . . . .	1,907,805
Other passenger-train cars . . . . .	4,337,252
Total passenger car-miles . . . . .	13,736,316
Special car-miles—	
Freight—loaded . . . . .	51,774
Freight—empty . . . . .	114
Caboose . . . . .	4,442
Passenger . . . . .	424
Sleeping, parlor, and observa- tion . . . . .	15
Total special car-miles . . . . .	56,769
Total revenue car mileage . . . . .	72,023,498
Nonrevenue service car-miles . . . . .	2,354,991
Train mileage:	
Revenue service—	
Freight train-miles . . . . .	2,295,323
Passenger train-miles . . . . .	2,686,284
Mixed train-miles . . . . .	146,223
Special train-miles . . . . .	4,795
Total revenue train mileage . . . . .	5,132,625
Nonrevenue service train-miles . . . . .	248,706

### Traffic and Mileage Statistics—State of New Hampshire.

Passenger traffic:	
Number of passengers carried earning revenue . . . . .	260,809
Number of passengers carried one mile . . . . .	5,400,563
Number of passengers carried one mile per mile of road . . . . .	53,936
Average distance carried, miles . . . . .	20.71
Total passenger revenue . . . . .	\$131,727.11
Average amount received from each passenger . . . . .	.50507
Average receipts per passenger per mile . . . . .	.02439
Total passenger service train revenue . . . . .	146,194.85
Passenger service train revenue per mile of road . . . . .	1,460.05
Passenger service train revenue per train-mile . . . . .	.78657

<b>Freight traffic:</b>	
Number of tons carried of freight earning revenue . . . . .	612,866
Number of tons carried one mile . . . . .	29,063,207
Number of tons carried one mile per mile of road . . . . .	290,255
Average distance haul of one ton, miles . . . . .	47.42
Total freight revenue . . . . .	\$273,885.07
Average amount received for each ton of freight . . . . .	.44689
Average receipts per ton per mile . . . . .	.00942
Freight revenue per mile of road . . . . .	2,735.29
Freight revenue per train-mile . . . . .	1.90280
<b>Total traffic:</b>	
Operating revenues . . . . .	423,473.97
Operating revenues per mile of road . . . . .	4,229.24
Operating revenues per train-mile . . . . .	1.35618
Operating expenses . . . . .	461,870.16
Operating expenses per mile of road . . . . .	4,612.70
Operating expenses per train-mile . . . . .	1.47914
Net operating deficit . . . . .	38,396.19
Net operating deficit per mile of road . . . . .	383.46
Average number of passengers per car-mile . . . . .	10
Average number of passengers per train-mile . . . . .	29
Average number of passenger cars per train-mile . . . . .	3.93
Average number of tons of freight per loaded car-mile . . . . .	15.13
Average number of tons of freight per train-mile . . . . .	208.28
Average number of freight cars per train-mile . . . . .	18.97
Average number of loaded cars per train-mile . . . . .	13.77
Average number of empty cars per train-mile . . . . .	4.30
Average mileage operated during year . . . . .	100.13
<b>Locomotive mileage:</b>	
Revenue service—	
Freight locomotive-miles . . . . .	177,433
Passenger locomotive-miles . . . . .	183,635
Mixed locomotive-miles . . . . .	15,540
Special locomotive-miles . . . . .	407
Switching locomotive-miles . . . . .	43,034
Total revenue locomotive mileage . . . . .	420,054
Nonrevenue service locomotive-miles . . . . .	22,084

Figures in italics indicate credits.

<b>Car mileage:</b>		
Revenue service—		
Freight car-miles—		
Loaded . . . . .		1,920,805
Empty . . . . .		600,622
Caboose . . . . .		125,294
Total freight car-miles . . . . .		2,646,721
Passenger car-miles—		
Passenger . . . . .	429,699	
Sleeping, parlor, and observa- tion . . . . .	113,243	
Other passenger-train cars . . . . .	187,067	
Total passenger car-miles . . . . .		730,009
Special car-miles—		
Freight—loaded . . . . .	2,107	
Caboose . . . . .	267	
Passenger . . . . .	54	
Sleeping, parlor, and observa- tion . . . . .	15	
Total special car-miles . . . . .		2,443
Total revenue car mileage . . . . .		3,379,173
Nonrevenue service car-miles . . . . .		159,401
<b>Train mileage:</b>		
Revenue service—		
Freight train-miles . . . . .		126,098
Passenger train-miles . . . . .		172,423
Mixed train-miles . . . . .		13,440
Special train-miles . . . . .		294
Total revenue train mileage . . . . .		312,255
Nonrevenue service train-miles . . . . .		20,280

## Freight Traffic Movement—Entire Line.

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight received from connecting roads and other carriers.	Whole Tons.	Per cent.
Products of agriculture:				
Grain .....	43,908	244,183	288,091	4.24
Flour .....	4,940	70,068	75,008	1.10
Other mill products.....	19,308	68,874	88,182	1.30
Hay .....	97,653	73,560	171,213	2.52
Tobacco .....	6	366	372	.01
Cotton .....	1,578	20,534	22,112	.33
Fruit and vegetables.....	170,143	484,719	654,862	9.64
Other products of agriculture .....	12,167	9,885	22,052	.32
Total .....	349,703	972,189	1,321,892	19.46
Products of animals:				
Live stock.....	14,424	6,201	20,625	.30
Dressed meats.....	2,052	9,941	11,993	.18
Other packing-house products .....	14,424	5,544	19,968	.29
Poultry, game, and fish....	9,836	3,794	13,630	.20
Wool .....	1,238	4,258	5,496	.08
Hides and leather.....	3,742	17,250	20,992	.31
Other products of animals	26,071	4,101	30,172	.45
Total .....	71,787	51,089	122,876	1.81
Products of mines:				
Anthracite coal.....		124,510	124,510	1.83
Bituminous coal.....		612,596	612,596	9.02
Coke .....	2,570	4,428	6,998	.10
Ores .....	826	609	1,435	.02
Stone, sand, and other like articles .....	110,134	28,723	138,857	2.04
Other products of mines...	60,655	17,960	78,615	1.16
Total .....	174,185	788,826	963,011	14.17

## Freight Traffic Movement—Entire Line.

*Concluded.*

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight received from connecting roads and other carriers.	Whole Tons.	Per cent.
Products of forests:				
Lumber .....	607,923	433,686	1,041,609	15.33
Other products of forests.	976,020	216,750	1,192,770	17.56
Total .....	1,583,943	650,436	2,234,379	32.89
Manufactures:				
Petroleum and other oils..	25,339	14,928	40,267	.59
Sugar .....	2,899	12,600	15,499	.23
Naval stores.....	855	671	1,526	.02
Iron, pig, and bloom.....	7,272	6,353	13,625	.20
Iron and steel rails.....	12,307	15,853	28,160	.41
Other castings and machinery .....	8,869	20,030	28,899	.43
Bar and sheet metal.....	854	4,266	5,120	.08
Cement, brick, and lime...	118,700	40,384	159,084	2.34
Agricultural implements...	641	2,718	3,359	.05
Wagons, carriages, tools, etc. ....	1,053	2,382	3,435	.05
Wines, liquors, and beers..	277	3,906	4,183	.06
Household goods and furniture .....	7,026	3,773	10,799	.16
Other manufactures.....	859,446	163,587	1,023,033	15.06
Total .....	1,045,538	291,451	1,336,989	19.68
Merchandise .....	353,394	206,831	560,225	8.25
Miscellaneous .....	138,816	115,331	254,147	3.74
Total tonnage—entire line...	3,717,366	3,076,153	6,793,519	100.00

## Description of Equipment—Entire Line.

ITEM.	Number on June 30, 1911.	Number added during year.	Number retired during year.	Number on June 30, 1912.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Passenger .....	70	12	6	76	76	76
Freight .....	93	24	1	116	116	116
Switching .....	38	4	16	26	26	26
Total locomotives in service.....	201	40	23	218	218	218
Less locomotives leased.....	56	.....	...	56	56	56
Total locomotives owned.....	145	40	23	162	162	162
Cars—owned or leased:						
In passenger service—						
First-class cars.....	164	28	7	185	185	185
Second-class cars.....	4	.....	...	4	4	4
Combination cars .....	22	6	1	27	27	27
Dining cars .....	4	.....	...	4	4	4
Baggage, express, and postal cars....	87	8	8	87	87	87
Other cars in passenger service.....	2	.....	...	2	2	2
Total .....	283	42	16	309	309	309



## In freight service—

Box cars .....	4,875	230	94	5,011	5,011
Flat cars .....	1,981	243	170	2,054	2,054
Stock cars .....	88	.....	5	83	83
Coal cars .....	1,288	85	42	1,331	1,331
Refrigerator cars .....	24	.....	.....	24	24
Other cars in freight service .....	190	430	13	607	.....

## Total .....

	8,446	988	324	9,110	8,503
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## In company's service—

Officers' and pay cars .....	2	.....	.....	2	2
Gravel cars .....	33	.....	3	30	30
Derrick cars .....	26	4	4	26	25
Caboose cars .....	87	23	5	105	105
Other road cars .....	376	112	25	463	456

## Total .....

	524	139	37	626	618
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## Total cars in service .....

	9,253	1,169	377	10,045	9,430
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## Less cars leased .....

	1,897	.....	.....	1,897	1,694
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## Total cars owned .....

	7,356	1,169	377	8,148	7,736
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## Cars contributed to fast freight line service .....

	28	.....	9	19	19
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Equipment owned as shown above includes 4 first-class, 4 second-class, and 4 baggage cars in passenger service owned jointly by B. & M. R. R., M. C. R. R., and C. P. Ry. Maine Central Railroad proportion of ownership, 55.21%.

Also 5 passenger cars owned jointly by the Boston & Maine and Maine Central railroads. Maine Central Railroad proportion of ownership, 68.98%.

## Mileage—Entire Line.

(Mileage of Road Operated.)

LINE IN USE.	Main line owned.	Branches and spurs owned.	Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	New line constructed during the year.	Iron rails.	Steel rails.
Miles of single track.....	202.44	438.34	548.28	15.02	1,204.08	....	1.26	1,202.82
Miles of second track.....	54.02	.....	4.41	10.79	69.22	8.00	....	69.22
Miles of third track.....	.....	.....	.....	.94	.94	....	....	.94
Miles of fourth track.....	.....	.....	.....	.98	.98	....	....	.98
Miles of yard track and sidings .....	115.69	85.14	156.18	....	357.01	15.11	8.28	348.73
Total mileage operated* .....	372.15	523.48	708.87	27.73	1,632.23	23.11	9.54	1,622.69

\*All tracks.

## Mileage—Entire Line.

(Mileage of Line Operated—By States.)

STATE.	Main line owned.	Branches and spurs. owned.	Line operated under lease.	Line operated under trackage rights.	Total mileage operated.	Iron rails.	Steel rails.
Maine .....	202.44	433.24	354.63	14.91	1,005.22	1.26	1,003.96
New Hampshire .....	.....	.....	100.13	.....	100.13	....	100.13
Vermont .....	.....	.....	41.34	.11	41.45	....	41.45
Province of Quebec.....	.....	.....	52.18	.....	52.18	....	52.18
Province of New Brunswick..	.....	5.10	.....	.....	5.10	....	5.10
Total mileage operated*..	202.44	438.34	548.28	15.02	1,204.08	1.26	1,202.82
Mileage of line owned:							
Maine .....	202.44	433.24	.....	.....	.....	....	635.68
Province of New Brunswick	.....	5.10	.....	.....	.....	....	5.10
Total mileage owned†....	202.44	438.34	.....	.....	.....	....	640.78

\*Single track.

†Total mileage of line owned, 640.78 miles.

## Mileage—State of New Hampshire.

LINE IN USE.	Line operated under lease.	Total mileage operated	New line constructed during the year.	Iron rails.	Steel rails.
Mileage of road operated:					
Miles of single track .....	100.13	100.13			100.13
Miles of yard track and sidings .....	26.59	26.59	.62	.41	26.18
Total mileage operated* .....	126.72	126.72	.62	.41	126.31
Mileage of line operated:					
New Hampshire† .....	100.13	100.13	.62	.41	100.13

\*All tracks.  
†Single track.

Renewals of Rails and Ties—State of New Hampshire.

NEW RAILS LAID DURING YEAR.

KIND.	Tons.	Weight per yard (pounds).	Average price per ton at distributing point.
Steel .....	880.10	67	25.37
		75	
	1,361.35	75	25.37
		85	
Total .....	2,241.45		25.37

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Cross ties, cedar .....	47,988	\$0.4433
Switch ties, hard pine .....	1,709	1.2008
Bridge and other ties, hard pine .....	59	1.74
Total .....	49,756	\$0.4708

## Consumption of Fuel by Locomotives—Entire Line.

LOCOMOTIVES.	Bituminous coal—tons.	Fuel oil— gallons.*	Total fuel consumed —tons.	Miles run.	Average lbs. consumed per mile.
Revenue service:					
Freight .....	189,074	1,414,581	196,996	2,498,552	163.58
Passenger .....	115,400	439,761	117,862	2,708,528	87.03
Mixed .....	7,843	330	7,845	136,392	100.33
Special .....	246	600	249	5,019	99.22
Switching .....	41,170	80,937	41,623	930,140	89.50
Nonrevenue service .....	16,070	176,302	17,057	358,439	95.17
Total .....	369,803	2,112,511	381,632	6,567,070	116.23
Average cost at distributing point .....	\$3.058	\$0.026	\$3.107		

Consumption of fuel and miles run do not include 22,372 miles made by Bangor & Aroostook Railroad locomotives between Northern Maine Junction and Bangor, and 6,302 miles made by Boston & Maine Railroad locomotives between Intervale and Fabyans in Maine Central Railroad passenger service.

\*It is estimated by this company that 200 gallons of fuel oil are equal to one gross ton of bituminous coal.

## Accidents to Persons—State of New Hampshire.

Resulting from the movement of trains, locomotives, or cars.

	Railway employees.						Pas- sen- gers.	Other Persons.				Total		
	Train- men.	Track- men.	Other em- ploy- ees.		Tres- pass- ing.	Not tres- pass- ing.								
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Coupling or un- pling .....	..	2	..	..	..	..	..	..	..	..	..	2		
Collisions .....	..	..	..	..	..	..	..	..	..	..	..	..		
Derailments .....	..	..	..	..	..	..	..	..	..	..	..	..		
Parting of trains	..	..	..	..	..	..	..	..	..	..	..	..		
Locomotives or cars breaking down .....	..	..	..	..	..	..	..	..	..	..	..	..		
Falling from trains, locomo- tives, or cars..	..	..	..	..	..	..	..	..	..	..	..	..		
Jumping on or off trains, locomo- tives, or cars...	..	..	..	1	..	1	..	..	2	..	..	4		
Struck by trains, locomotives, or cars .....	..	..	..	..	..	1	..	..	..	..	..	1		
at highway crossings .....	..	..	..	..	..	..	..	..	..	..	..	..		
at stations.....	..	..	..	..	..	..	..	..	..	..	..	..		
at other points along track..	..	..	..	..	..	..	..	..	1	..	..	1		
Overhead ob- structions .....	..	..	..	..	..	..	..	..	..	..	..	..		
Other causes.....	..	..	..	..	..	..	1	1	..	..	1	1	2	
Total .....	..	2	..	1	..	2	..	1	1	3	..	1	1	10



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### Characteristics of Road—Entire Line.

**Alignment:**

Number of curves . . . . .	720
Aggregate length of curved line, miles . . . . .	121.21
Length of straight line, miles . . . . .	209.19

**Profile:**

Length of level line, miles . . . . .	66.92
Ascending grades—	
Number . . . . .	285
Sum of ascents, feet . . . . .	6816.9
Aggregate length of ascending grades, miles . . . . .	147.29
Descending grades—	
Number . . . . .	254
Sum of descents, feet . . . . .	4,536.6
Aggregate length of descending grades, miles . . . . .	116.19

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## Characteristics of Road—Entire Line.

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggre- gate length —feet.	Mini- mum length —feet.	Maxi- mum length —feet.	Height of lowest above surface of rail.		
					Ft.	In.	
Bridges:							
Stone .....	3	156	25	72			
Iron .....	239	30,262	22	1,025			
Wooden .....	13	2,037	26	607			
Reinforced con- crete .....	1	25	25	25			
Total .....	256	32,480					
Trestles:							
Steel .....	5	1,652	39	518			
Wood .....	60	12,475	24	1,331			
Overhead highway crossings:							
Bridges .....	30	.....	..	.....	15	47 <sup>8</sup> / <sub>8</sub>	
Trestles .....	17	.....	..	.....	15	41 <sup>2</sup> / <sub>2</sub>	
Total .....	47						
Overhead railway crossings:							
Bridges .....	5	.....	..	.....	15	8	
Trestles .....	3	.....	..	.....	20	10	
Total .....	8						

Gage of track, 4 feet. 8 $\frac{1}{2}$  inches. 1,189.06 miles.

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### Telegraph.

(Owned by company making this report. Oper-  
ated by another company.)

Name of operating company:

Western Union Telegraph Co.

Line and wire:

Total miles of line . . . . .	272.10
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Total miles of wire . . . . .	334.00
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Name of operating company:

Postal-Telegraph Cable Co.

Line and wire:

Total miles of line . . . . .	92.20
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Total miles of wire . . . . .	192.30
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(Owned by another company, but located on  
property of road making this report.)

Name of owner and operating company:

Western Union Telegraph Co.

Line and wire:

Miles of line . . . . .	774.27
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Miles of wire . . . . .	6,128.08
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Name of owner and operating company:

Commercial Cable Co.

Line and wire:

Miles of wire . . . . .	56.00
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Name of owner and operating company:

Postal-Telegraph Cable Co.

Line and wire:

Miles of line . . . . .	35.00
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Miles of wire . . . . .	76.00
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Name of owner and operating company:

Canadian Pacific Telegraph Co.

Line and wire:

Miles of line . . . . .	56.00
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Miles of wire . . . . .	672.00
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Name of owner and operating company:

Vermont International Telegraph Co.

Line and wire:

Miles of line . . . . .	22.10
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Miles of wire . . . . .	22.10
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# REPORT

OF THE

## MANCHESTER & LAWRENCE RAILROAD

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

MANCHESTER & LAWRENCE RAILROAD,

867 ELM STREET, MANCHESTER, N. H.

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### Principal Officers.

President . . .	Calvin Page . .	Portsmouth, N. H.
Treasurer and Clerk of Corporation .	Edward M. Brooks	Manchester, N. H.

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### Directors.

Calvin Page . . . .	Portsmouth, N. H.
William P. Fowler . . . .	Boston, Mass.
George E. Smith . . . .	Swampscott, Mass.
Arthur M. Heard . . . .	Manchester, N. H.
Parker W. Whittemore . . . .	Newton, Mass.
Sherburn M. Merrill . . . .	Newton, Mass.
Albert Wallace . . . .	Rochester, N. H.

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### General Exhibit for the Year.

Rental received from lease of road . . . .	\$113,184.98
Dividends received on stocks owned:	
Concord & Montreal Railroad . . . .	455.00
Gross income . . . . .	\$113,639.98
(Carried forward)	

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Brought forward . . . . .	\$113,639.98
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization . . . . .	\$1,741.96
Interest on funded debt . . . . .	10,960.00
	<u>\$12,701.96</u>
Other expenses and charges upon income—	
Track fastenings and other material . . . . .	\$95.00
Interlocking and other signal apparatus . . . . .	129.98
	<u>\$224.98</u>
Total expenses and charges upon income . . . . .	12,926.94
Net divisible income . . . . .	\$100,713.04
Dividends declared, 10% on common stock . . . . .	\$100,000.00
	<u>\$713.04</u>
Surplus for the year ending June 30, 1912 . . . . .	136,685.39
Amount of surplus June 30, 1911 . . . . .	
Total credits . . . . .	\$137,398.43
Debit—Profit and loss—	
Premium paid on 10 shares Concord & Montreal R. R. stock, bought Oct. 16, 1911, on books at par . . . . .	600.00
	<u>\$136,798.43</u>
Total surplus June 30, 1912 . . . . .	\$136,798.43

### General Balance Sheet.

<i>Assets.</i>	
Cost of road . . . . .	\$1,000,000.00
Cost of telegraph . . . . .	4,770.35
Lands in Manchester, N. H., terminals . . . . .	274,298.53
Stock of Concord & Montreal Railroad (70 shares) . . . . .	7,000.00
	<u>\$1,286,068.88</u>
Total permanent investments . . . . .	\$1,286,068.88
Cash and current assets:	
Cash . . . . .	\$7,194.05
Bills and accounts receivable . . . . .	123,454.00
	<u>130,648.05</u>
Total cash and current assets . . . . .	130,648.05
Total . . . . .	<u>\$1,416,716.93</u>

*Liabilities.*

Capital stock, common . . . . .	\$1,000,000.00
Funded debt . . . . .	274,000.00
Current liabilities:	
Dividends not called for . . . . .	5,918.50
Profit and loss balance—surplus . . . . .	136,798.43
<b>Total . . . . .</b>	<b>\$1,416,716.93</b>

**Capital Stock.**

Capital stock authorized by law, common . . .	\$1,000,000.00
Capital stock authorized by votes of company, common . . . . .	1,000,000.00
Capital stock issued and outstanding, common . . . . .	1,000,000.00
Number of shares issued and outstanding, common . . . . .	10,000
Number of stockholders, common . . . . .	513
Number of stockholders in New Hampshire, common . . . . .	264
Amount of stock held in New Hampshire, common . . . . .	\$577,200.00

**Funded Debt.**

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
Series "A" issued for the purchase of real estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine R. R.....	4%	Jan. 1, 1922	\$274,000.00	\$10,960.00

**Railroad Owned.**

Length of main line in New Hampshire . . . .	22.39 miles
Total length of track owned in New Hampshire . . . . .	22.39

# REPORT

## OF THE

### MT. WASHINGTON RAILWAY COMPANY

YEAR ENDING MARCH 31, 1912.

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#### History.

Exact name of common carrier making this report: Mt. Washington Railway Co.

Date of organization: 1858.

Under laws of what government, state, or territory organized? New Hampshire, 1858 and 1868.

Not a consolidated or a reorganized company.

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#### Principal Officers.

Chairman of the Board	Benj. A. Kimball	Concord, N. H.
Vice-president . . .	Geo. E. Cummings	Woodsville, N. H.
Treasurer and Clerk .	John F. Webster	Concord, N. H.
General Auditor . . .	Wm. J. Hobbs .	Boston, Mass.
Asst. General Auditor .	Stuart H. McIntosh	Boston, Mass.
Assistant Treasurer .	Herbert E. Fisher	Boston, Mass.
Superintendent . . .	Geo. E. Cummings	Woodsville, N. H.
Gen. Passenger Agent	Frank E. Brown .	Boston, Mass.

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#### Directors.

Benjamin A. Kimball . . .	Concord, N. H.
George E. Cummings . . .	Woodsville, N. H.
Alvin B. Cross . . . . .	Concord, N. H.
Frank P. Andrews . . . .	Concord, N. H.
Wm. P. Chamberlain . . .	Keene, N. H.
Charles H. Greenleaf . . .	Franconia, N. H.
Warren F. Tripp . . . . .	Short Falls, N. H.
Herbert B. Moulton . . .	Lisbon, N. H.
Aretas B. Carpenter . . .	Manchester, N. H.
Term expires May 8, 1913.	

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
May 8, 1912.

Date of last closing of stock books before end of year for  
which this report is made: Did not close.

Total number of stockholders of record: One.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of  
directors.

The name of the controlling corporation or corporations:  
Under sole control of the Boston & Maine Railroad.

The manner in which control was established: By purchase of  
entire capital stock by the Concord & Montreal Railroad leased  
to the Boston & Maine Railroad, all voting power being trans-  
ferred to the lessee under the terms of the lease.

The extent of control: 100%.

The control is direct.

No individual, association or corporation, as trustee, con-  
trolled the respondent on March 31, 1912.

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### Road Operated.

(Entire Line in State of New Hampshire.)

Line owned—main line:

Mt. Washington Railway Co., from base of  
Mt. Washington, N. H., to summit of Mt.  
Washington, N. H. . . . .

3.17 miles

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### Outside Operations and Other Properties.

Land at summit and base Mt. Washington, N.  
H.—book value . . . . .

\$56,000.00

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### Capital Stock.

Number of shares authorized . . . . .	2,115
Par value of one share . . . . .	\$100
Total par value authorized and outstanding . . . . .	\$211,500
Dividends declared during the year . . . . .	None.

Issued for cash:

Total number of shares outstanding . . . . .	2,115
Total cash realized . . . . .	\$211,500

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Recapitulation of Capitalization.					
Capital stock outstanding	.	.	.	.	\$211,500
Assignment to railways	.	.	.	.	211,500
Number of miles	.	.	.	.	3.17
Amount per mile of line	.	.	.	.	\$66,719

### Expenditures for Additions and Betterments During the Year.

ACCOUNT.	Through issue of securities.	From special appropriations.	Total.
Water and fuel stations.	\$11,480.19	.....	\$11,480.19
Equipment .....	.....	\$780.00	780.00
Total .....	\$11,480.19	\$780.00	\$12,260.19

### Road and Equipment.

(Investment since June 30, 1907.)

ACCOUNT.	Expenditures for additions and better- ments during the year.	Total expen- ditures, July 1, 1907, to March 31, 1911.	Total expen- ditures, July 1, 1907, to March 31, 1912.
Road:			
Water stations..	\$11,480.19	.....	\$11,480.19
Equipment:			
Steam locomotive	780.00	390.00	1,170.00
Total .....	\$12,260.19	\$390.00	\$12,650.19

### Summary of Road and Equipment.

Investment to June 30, 1907:			
Road and equipment	.	.	\$129,500.00
Investment since June 30, 1907	.	.	12,650.19
Total	.	.	\$142,150.19
Cost per mile of line (3.17 miles)	.	.	44,842.33

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**Income Account.**

Operating income:	
Operating revenues . . . . .	\$21,281.03
Operating expenses . . . . .	19,060.97
	<hr/>
Net operating revenue . . . . .	\$2,220.06
Taxes accrued . . . . .	1,426.30
	<hr/>
Gross corporate income . . . . .	\$793.76
Other income:	
Miscellaneous rents . . . . .	5.00
	<hr/>
Net corporate income . . . . .	\$798.76
Disposition of net corporate income:	
Appropriations for additions and betterments—	
Expended during the year . . . . .	780.00
	<hr/>
Balance for year—to credit of profit and loss	\$18.76

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**Profit and Loss Account.**

## DR.

Balance, March 31, 1912 . . . . .	\$1,368.05
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## CR.

Balance, March 31, 1911 . . . . .	\$1,349.29
Balance for year—income account . . . . .	18.76
	<hr/>
	\$1,368.05

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**Operating Revenues.**

Revenue from transportation:	
Passenger revenue . . . . .	\$21,145.70
Mail revenue . . . . .	135.33
	<hr/>
Total operating revenues . . . . .	\$21,281.03

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**Reserves.**

Accident fund . . . . .	\$12,500.00
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Operating Expenses—Entire Line.	
Maintenance of way and structures:	
Superintendence . . . . .	\$269.49
Maintenance of roadway and track . . . . .	2,100.92
Maintenance of track structures . . . . .	1,946.49
Maintenance of buildings, docks, and wharves . . . . .	691.52
Injuries to persons . . . . .	10.00
Other maintenance of way and structures expenses . . . . .	129.25
Total—maintenance of way and structures	\$5,147.67
Maintenance of equipment:	
Superintendence . . . . .	\$234.76
Locomotives—repairs . . . . .	6,568.17
Cars—repairs . . . . .	216.62
Work equipment—repairs . . . . .	61.80
Other maintenance of equipment expenses . . . . .	62.74
Total—maintenance of equipment	\$7,144.09
Traffic expenses:	
Traffic expenses . . . . .	\$130.00
Transportation expenses:	
Superintendence and dispatching trains . . . . .	\$469.50
Station service . . . . .	16.96
All other yard expenses . . . . .	324.58
Road enginemen and motormen . . . . .	1,427.08
Fuel for road locomotives . . . . .	3,103.70
Other road locomotive supplies and expenses . . . . .	47.09
Road trainmen . . . . .	653.44
Train supplies and expenses . . . . .	12.95
All other transportation expenses . . . . .	4.99
Total—transportation expenses	\$6,060.29
General expenses:	
Administration . . . . .	\$292.59
Insurance . . . . .	283.50
Other general expenses . . . . .	2.83
Total—general expenses	\$578.92
Recapitulation of Expenses:	
Maintenance of way and structures . . . . .	\$5,147.67
Maintenance of equipment . . . . .	7,144.09
Traffic expenses . . . . .	130.00
Transportation expenses . . . . .	6,060.29
General expenses . . . . .	578.92
Total operating expenses	\$19,060.97
Ratio of operating expenses to operating revenues, 89.57%.	

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**Rents Receivable.**

(Miscellaneous rents.)

Signal Station, located at summit Mt. Washington, U. S. Government, Weather Bureau, lessee . . . . .	\$5.00
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**Taxes and Assessments.**

Ad valorem tax on value of real and personal property in New Hampshire . . . . .	\$1,357.27
On property owned, not used in operation, and miscellaneous . . . . .	44.53
Internal revenue, U. S. Government . . . . .	24.50
<b>Total . . . . .</b>	<b>\$1,426.30</b>

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## Comparative General Balance Sheet.

March 31, 1911.	ASSETS.	March 31, 1912.
	Property investment:	
\$129,500.00	Road and equipment .....	\$129,500.00
	Investment since June 30, 1907:	
	Road .....	\$11,480.19
390.00	Equipment .....	1,170.00
		\$12,650.19
\$129,890.00	Total .....	\$142,150.19
	Miscellaneous investments:	
56,000.00	Physical property .....	56,000.00
	Working assets:	
44,494.89	Miscellaneous accounts receivable .....	32,119.43
\$230,384.89	Grand total .....	\$230,269.62
	LIABILITIES.	
	Stock:	
\$211,500.00	Common, not held by company	\$211,500.00
4,645.60	Deferred credit items .....	3,731.57
	Appropriated surplus:	
	Additions to property since June 30, 1907, through income .....	1,170.00
390.00	Reserves from income or surplus .....	12,500.00
12,500.00	Profit and loss—balance.....	1,368.05
1,349.29		
\$230,384.89	Grand total .....	\$230,269.62

## Employees and Salaries.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	7	1,565	\$650.00	\$0.42
Other officers.....	1	124	465.00	3.75
Station agents .....	1	63	9.00	.14
Enginemen .....	3	355	1,245.25	3.51
Firemen .....	4	396	891.14	2.25
Conductors .....	1	142	568.00	4.00
Other trainmen .....	3	339	763.25	2.25
Machinists .....	1	130	485.72	3.74
Carpenters .....	2	36	98.21	2.73
Other shopmen .....	2	276	685.75	2.48
Other trackmen.....	5	786	1,576.60	2.01
Switch tenders, crossing tenders, and watchmen....	1	210	207.00	.99
Total (including general officers) .....	31	4,422	\$7,644.92	\$1.73
Less general officers.	7	1,565	650.00	.42
Total (excluding general officers) .....	24	2,857	\$6,994.92	\$2.45
Distribution of above:				
Maintenance of way and structures .....	8	1,156	\$2,346.81	\$2.03
Maintenance of equipment.	3	406	1,171.47	2.89
Traffic expenses .....	1	313	130.00	.42
Transportation expenses..	13	1,295	3,476.64	2.39
General expenses .....	6	1,252	520.00	.42
Total (including general officers) .....	31	4,422	\$7,644.92	\$1.73
Less general officers.	7	1,565	650.00	.42
Total (excluding general officers) .....	24	2,857	\$6,994.92	\$2.45



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### Traffic and Mileage Statistics.

**Passenger traffic:**

Number of passengers carried earning revenue . . . . .	14,262
Number of passengers carried one mile . . . . .	45,211
Number of passengers carried one mile per mile of road . . . . .	14,262
Average distance carried, miles . . . . .	3.17
Total passenger revenue . . . . .	\$21,145.70
Average amount received from each passenger . . . . .	1.48266
Average receipts per passenger per mile . . . . .	.46771
Total passenger service train revenue . . . . .	21,281.03
Passenger service train revenue per mile of road . . . . .	6,713.26
Passenger service train revenue per train-mile . . . . .	20.74174

**Total traffic:**

Operating revenues . . . . .	21,281.03
Operating revenues per mile of road . . . . .	6,713.26
Operating revenues per train-mile . . . . .	20.74174
Operating expenses . . . . .	19,060.97
Operating expenses per mile of road . . . . .	6,012.93
Operating expenses per train-mile . . . . .	18.57794
Net operating revenue . . . . .	2,220.06
Net operating revenue per mile of road . . . . .	700.33
Average number of passengers per car-mile . . . . .	44
Average number of passengers per train-mile . . . . .	44
Average number of passenger cars per train-mile . . . . .	1
Average mileage operated during year . . . . .	3.17

**Locomotive mileage:**

Revenue service—	
Passenger locomotive-miles . . . . .	1,026
Nonrevenue service locomotive-miles . . . . .	1,483

**Car mileage:**

Revenue service—	
Passenger car-miles . . . . .	1,026
Nonrevenue service car-miles . . . . .	1,483

**Train mileage:**

Revenue service—	
Passenger train-miles . . . . .	1,026
Nonrevenue service train-miles . . . . .	1,483

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## Description of Equipment.

	March 31, 1911.	March 31, 1912.
Locomotives—owned or leased:		
Passenger . . . . .	7	7
(fitted with band brakes.)		
Cars—owned or leased:		
In passenger service—		
First-class cars . . . . .	6	6
Baggage, express, and postal cars . . . . .	1	1
Total . . . . .	7	7
In freight service—		
Flat cars . . . . .	2	2
Total cars in service—owned .	9	9

Mileage—Entire Line in State of New Hampshire.	
Main line owned and operated:	
Miles of single track . . . . .	3.17 miles
Miles of yard track and sidings . . . . .	.17
Total mileage (all tracks) . . . . .	3.34 miles
Steel rails . . . . .	3.17

Renewals of Rails and Ties.	
New ties laid during year:	
Spruce . . . . .	420
Average price at distributing point . . . . .	\$0.45

## Consumption of Fuel by Locomotives.

LOCOMOTIVES.	Bituminous coal—tons.	*Hard wood—cords.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Revenue service:					
Passenger .....	136	29	155	1,026	302.14
Nonrevenue service .....	104	11	111	1,483	149.70
Total .....	240	40	266	2,509	212.04
Average cost at distributing point .....	\$4.70	\$4.70	\$7.00	\$5.29	

## Characteristics of Road.

## Working divisions or branches:

From base of Mt. Washington to summit of Mt. Washington, miles . . . . . 3.17

## Alignment:

Number of curves . . . . . 8  
 Aggregate length of curved lines, miles . . . . . .63  
 Length of straight line, miles . . . . . 2.54

## Profile:

## Ascending grades—

Number . . . . . 1  
 Sum of ascents, feet . . . . . 3,710  
 Aggregate length of ascending grades, miles . . . . . 3.17

## Trestles:

Number . . . . . 1  
 Aggregate length, feet . . . . . 14,626

Gage of track, 4 feet, 7½ inches. 3.17 miles.

\*One and one-half cords = one ton of coal.

# REPORT

OF THE

## NASHUA AND ACTON RAILROAD

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

NASHUA AND ACTON RAILROAD.

CONCORD, N. H.

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### Principal Officers.

President . . . .	Benjamin A. Kimball	Concord, N. H.
Treasurer and Clerk of Corporation . . . .	John F. Webster	Concord, N. H.

(See Boston & Maine Railroad for other officers.)

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### Directors.

Benjamin A. Kimball . . . .	Concord, N. H.
Harry H. Dudley . . . .	Concord, N. H.
Henry A. Kimball . . . .	Concord, N. H.
William D. Swart . . . .	Nashua, N. H.
Frank W. Maynard . . . .	Nashua, N. H.
Alfred F. Howard . . . .	Portsmouth, N. H.

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### General Balance Sheet.

#### *Assets.*

Cost of road and equipment* . . . .	\$300,000.00
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\*Includes all the property of the Nashua and Acton Railroad, which was formerly the Nashua, Acton & Boston Railroad, and purchased by The Concord & Montreal Railroad, being paid for by 3000 shares of Nashua and Acton Railroad stock.

<i>Liabilities.</i>	
Capital stock, common . . . . .	\$300,000.00
<b>Capital Stock.</b>	
Capital stock authorized by law, common . . . . .	\$300,000.00
Capital stock authorized by votes of company, common . . . . .	300,000.00
Capital stock issued and outstanding, common . . . . .	300,000.00
Number of shares issued and outstanding, common . . . . .	3,000
Number of stockholders, common . . . . .	1
Number of stockholders in New Hampshire, common . . . . .	1
Amount of stock held in New Hampshire, common . . . . .	\$300,000.00
<b>Railroad Owned.</b>	
Length of main line in New Hampshire . . . . .	4.98 miles
Total length of main line owned . . . . .	20.12
Length of side track, etc. . . . .	3.44
Total length of track owned in New Hampshire (main line) . . . . .	4.98
Total length of track owned . . . . .	23.56

### General Remarks and Explanations.

The Nashua and Acton Railroad is operated by the Boston & Maine Railroad under the lease of The Concord & Montreal Railroad of June 29, 1895.

Said Boston & Maine Railroad receives all earnings from the operation of the Nashua and Acton Railroad and pays all the operating expenses and taxes.

REPORT  
OF THE  
NASHUA & LOWELL RAILROAD  
CORPORATION

YEAR ENDING JUNE 30, 1912.

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Corporate Name and Address of the Company.

NASHUA & LOWELL RAILROAD CORPORATION,  
68 DEVONSHIRE STREET, BOSTON, MASS.

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Principal Officers.

President	. . .	David P. Kimball	. .	Boston, Mass. 35 Congress St.
Treasurer	. . .	John Brooks	. . .	Boston, Mass. 68 Devonshire St.
Clerk of Corporation		David Whiting	. .	Wilton, N. H.

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Directors.

David P. Kimball	. . .	Boston, Mass.
Alfred S. Hall	. . .	Winchester, Mass.
Edward A. Newell	. . .	Concord, Mass.
Frederick Brooks	. . .	Boston, Mass.
John Brooks	. . .	Cambridge, Mass.

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### General Exhibit for the Year.

Rental received from lease of road . . . . .	\$73,000.00
Income from other sources:	
Dividends received on stocks owned . . . . .	\$1,572.00
Interest received on bonds owned . . . . .	427.22
Other interest . . . . .	161.25
Office rent at Nashua . . . . .	18.00
	<u>\$2,178.47</u>
Gross income . . . . .	\$75,178.47
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization . . . . .	944.85
	<u>\$74,233.62</u>
Net divisible income . . . . .	\$74,233.62
Dividends declared, 9½% on common stock . . . . .	76,000.00
	<u>\$1,766.38</u>
Deficit for the year ending June 30, 1912 . . . . .	\$1,766.38
Amount of surplus June 30, 1911 . . . . .	164,416.79
	<u>\$162,650.41</u>
Total . . . . .	\$162,650.41
Debits to profit and loss account during the year:	
Loss, sale \$1,000 Fitchburg Railroad 4's . . . . .	98.75
	<u>\$162,551.66</u>
Total surplus June 30, 1912 . . . . .	\$162,551.66

### General Balance Sheet.

#### Assets.

Cost of road . . . . .	\$691,242.07
Cost of equipment . . . . .	218,242.95
	<u>\$909,485.02</u>
Total permanent investments . . . . .	\$909,485.02
Cash and current assets:	
Cash . . . . .	\$2,107.89
Stock and bonds . . . . .	51,138.75
	<u>53,246.64</u>
Total cash and current assets . . . . .	53,246.64
Total . . . . .	<u>\$962,731.66</u>



*Liabilities.*

Capital stock, common . . . . .	\$300,000.00
Current liabilities:	
Dividends not called for . . . . .	180.00
Profit and loss balance—surplus . . . . .	162,551.66
Total . . . . .	\$962,731.66

**Capital Stock.**

Capital stock authorized by law, common . . . . .	\$300,000.00
Capital stock authorized by votes of company, common . . . . .	800,000.00
Capital stock issued and outstanding, common . . . . .	800,000.00
Number of shares issued and outstanding, common . . . . .	8,000
Number of stockholders, common . . . . .	389
Number of stockholders in New Hampshire, common . . . . .	130
Amount of stock held in New Hampshire, common . . . . .	\$170,400.00

**Railroad Owned.**

Length of main line in New Hampshire . . . . .	5.25 miles
Total length of main line . . . . .	14.50
Length of second track in New Hampshire . . . . .	5.25
Total length of second track . . . . .	14.50
Length of side track, etc., in New Hampshire . . . . .	5.04
Total length of side track, etc. . . . .	13.45
Total length of track owned in New Hampshire . . . . .	15.54
Total length of track owned . . . . .	42.45

REPORT  
OF THE  
NEW BOSTON RAILROAD COMPANY

YEAR ENDING JUNE 30, 1912.

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**Corporate Name and Address of the Company.**

NEW BOSTON RAILROAD COMPANY,

CONCORD, N. H.

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**Principal Officers.**

President . . . . Benjamin A. Kimball Concord, N. H.  
Treasurer and Clerk of  
Corporation . . . John F. Webster Concord, N. H.  
(See Boston & Maine Railroad for other officers.)

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**Directors.**

Benjamin A. Kimball	.	.	.	Concord, N. H.
John Kimball	.	.	.	Concord, N. H.
John F. Webster	.	.	.	Concord, N. H.
William J. Hoyt	.	.	.	Manchester, N. H.
William F. Harrington	.	.	.	Manchester, N. H.
Edward H. Wason	.	.	.	Nashua, N. H.
Joseph R. Whipple*	.	.	.	Boston, Mass.

\*Deceased.

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**General Exhibit for the Year.**

Rental received from lease of road . . . .	\$2,800.00
Dividends declared, 4% on common stock to amount of \$70,000 (\$14,000 no dividend) . .	2,800.00
Surplus for the year . . . . .	\$0.00

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**General Balance Sheet.**
*Assets.*

Cost of road . . . . .	\$84,000.00
Other items of railway cost:	
Turntable . . . . .	3,004.85
Total . . . . .	<u>\$87,004.85</u>

*Liabilities.*

Current liabilities:	
Audited vouchers and accounts . . . . .	3,004.85
Total . . . . .	<u>\$87,004.85</u>

**Property Account.**

Additions to construction account:	
Turntable . . . . .	<u>\$3,004.85</u>
Total additions to property account for year . . . . .	<u>\$3,004.85</u>

**Capital Stock.**

Capital stock authorized by law, common, not exceeding . . . . .	\$100,000.00
Capital stock authorized by votes of company, common . . . . .	84,000.00
Capital stock issued and outstanding, common (\$14,000 of capital stock receives no dividend.)	84,000.00
Number of shares issued and outstanding, com- mon . . . . .	840
Number of stockholders, common . . . . .	24
Number of stockholders in New Hampshire, common . . . . .	19
Amount of stock held in New Hampshire, com- mon . . . . .	\$56,600.00

**Railroad Owned.**

Length of main line in New Hampshire . . . . .	5.19 miles
Length of side track, etc., in New Hampshire . . . . .	.79
Total length of track owned . . . . .	<u>5.98</u>

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**General Remarks and Explanations.**

The New Boston Railroad is operated by the Boston & Maine Railroad under the lease of The Concord & Montreal Railroad of June 29, 1895.

Said Boston & Maine Railroad receives all earnings from the operation of the New Boston Railroad and pays all the operating expenses and taxes.

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REPORT  
OF THE  
NORTHERN RAILROAD

YEAR ENDING JUNE 30, 1912.

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Corporate Name and Address of the Company.

NORTHERN RAILROAD.

1023 OLD SOUTH BUILDING, BOSTON, MASS.

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Principal Officers.

President	. . . .	Alvah W. Sulloway	. Franklin, N. H.
Treasurer	. . . .	George U. Crocker	. Boston, Mass. 1023 Old South Building.
Clerk of Corporation	. . . .	Henry W. Stevens	. Concord, N. H.

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Directors.

Alvah W. Sulloway	. . . .	Franklin, N. H.
Charles P. Chase	. . . .	Hanover, N. H.
William F. Thayer	. . . .	Concord, N. H.
Silas Pierce	. . . .	Boston, Mass.
Josiah H. Benton	. . . .	Boston, Mass.
Edgar Crocker	. . . .	Cambridge, Mass.
William F. Richards	. . . .	Newport, N. H.

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**General Exhibit for the Year.**

Rental received from lease of road . . .	\$189,104.00
Interest received on bonds owned . . .	760.00
Interest on deposits . . . . .	86.71
Gross income . . . . .	<u>\$189,950.71</u>
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization .	3,988.84
Net divisible income . . . . .	<u>\$185,961.87</u>
Dividends declared, 6% on common stock .	184,104.00
Surplus for the year ending June 30, 1912 .	<u>\$1,857.87</u>
Amount of surplus June 30, 1911 . . .	16,676.06
Total surplus June 30, 1912 . . . . .	<u>\$18,533.93</u>

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**General Balance Sheet.**
*Assets.*

Cost of road . . . . .	\$3,068,400.00
Bonds of Concord & Claremont (N. H.) Railroad 4½s . . . . .	8,000.00
Bonds of American Telephone & Telegraph Co., 4s . . . . .	8,975.00
Cash . . . . .	3,913.69
Total . . . . .	<u>\$3,089,288.69</u>

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*Liabilities.*

Capital stock, common . . . . .	\$3,068,400.00
Dividends not called for . . . . .	2,354.76
Profit and loss balance—surplus . . . . .	18,533.93
Total . . . . .	<u>\$3,089,288.69</u>

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**Capital Stock.**

Capital stock authorized by law, common . .	\$3,068,400.00
Capital stock authorized by votes of company, common . . . . .	3,068,400.00
Capital stock issued and outstanding, common	3,068,400.00

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Number of shares issued and outstanding, common . . . . .	30,684
Number of stockholders, common . . . . .	1,933
Number of stockholders in New Hampshire, common . . . . .	1,090
Amount of stock held in New Hampshire, common . . . . .	\$1,719,300.00

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#### Railroad Owned.

Length of main line in New Hampshire . . . . .	69.26 miles
Total length of main line . . . . .	69.50
Length of branch line in New Hampshire . . . . .	13.41
Total length of branch line . . . . .	13.41
Total length of line owned in New Hampshire . . . . .	82.67
Total length of line owned . . . . .	82.91

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# REPORT

OF THE

## PEMIGEWASSET VALLEY RAILROAD COMPANY

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

PEMIGEWASSET VALLEY RAILROAD COMPANY,  
CONCORD, N. H.

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### Principal Officers.

President	. . . .	Benjamin A. Kimball	Concord, N. H.
Treasurer	. . . .	John F. Webster	Concord, N. H.
Clerk of Corporation	. . . .	Rodney E. Smythe	Plymouth, N. H.

(See Boston & Maine Railroad for other officers.)

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### Directors.

Benjamin A. Kimball	. . . .	Concord, N. H.
Charles H. Bowles	. . . .	Plymouth, N. H.
Nathan P. Hunt	. . . .	Manchester, N. H.
John T. Busiel	. . . .	Laconia, N. H.
Fred P. Weeks	. . . .	Plymouth, N. H.
James E. French	. . . .	Moultonborough, N. H.
John F. Webster	. . . .	Concord, N. H.
George E. Henry	. . . .	Lincoln, N. H.
Samuel K. Bell	. . . .	Exeter, N. H.

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General Exhibit for the Year.	
Rental received from lease of road . . . .	\$32,790.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization . . . .	269.20
Net divisible income . . . . .	\$32,520.80
Dividends declared, 6% on common stock . . . .	32,490.00
Surplus for the year ending June 30, 1912 . . . .	\$30.80
Amount of surplus June 30, 1911 . . . . .	660.39
Total surplus June 30, 1912 . . . . .	\$691.19

General Balance Sheet.	
<i>Assets.</i>	
Cost of road and equipment . . . . .	\$581,860.21
Cash . . . . .	929.07
Total . . . . .	\$582,789.28
<i>Liabilities.</i>	
Capital stock, common . . . . .	\$541,500.00
Audited vouchers and accounts due The Concord & Montreal Railroad . . . . .	40,598.09
Profit and loss balance—surplus . . . . .	691.19
Total . . . . .	\$582,789.28

Property Account.	
Additions to construction account:	
Bridges, 1911 . . . . .	\$17,631.31
Bridges, 1912 . . . . .	4,817.84
Total additions to property account for years 1911 and 1912 . . . . .	\$22,449.15

Capital Stock.	
Capital stock authorized by law, common . . . .	\$2,000,000.00
Capital stock authorized by votes of company, common . . . . .	541,500.00

Capital stock issued and outstanding, common	\$541,500.00
Number of shares issued and outstanding, common	5,415
Number of stockholders, common	190
Number of stockholders in New Hampshire, common	136
Amount of stock held in New Hampshire, common	\$363,100.00

#### Railroad Owned.

Length of main line in New Hampshire	22.93 miles
Total length of line owned	22.93
Length of side track, etc., in New Hampshire	12.17
Total length of side track, etc.	12.17
Total length of track owned in New Hampshire	35.10
Total length of track owned	35.10

# REPORT

## OF THE

### PETERBOROUGH RAILROAD

YEAR ENDING JUNE 30, 1912.

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#### Corporate Name and Address of the Company.

PETERBOROUGH RAILROAD,  
86 MAIN STREET, NASHUA, N. H.

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#### Principal Officers.

President . . . .	Henry A. Cutter . .	Nashua, N. H.
Treasurer . . . .	Arthur G. Shattuck .	Nashua, N. H.
Clerk of Corporation .	Charles E. Congdon .	Nashua, N. H.
Auditor . . . . .	William E. Spalding	Nashua, N. H.

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#### Directors.

Henry A. Cutter . . . .	Nashua, N. H.
Gilman C. Shattuck . . . .	Nashua, N. H.
Thomas B. Eaton . . . .	Worcester, Mass.
Ben. E. Burns . . . . .	Nashua, N. H.
Lester F. Thurber . . . .	Nashua, N. H.

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#### General Exhibit for the Year.

Rental received from lease of road . . . .	\$15,700.00
Interest on deposit . . . . .	169.05
Additional rental account:	
Additions to property made by Boston & Maine R. R.* . . . . .	5,552.79
Gross income . . . . .	\$21,421.84
(Carried forward)	

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\*In dispute.

Brought forward . . . . .	\$21,421.84
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organi- zation . . . . .	\$258.74
Other expenses and charges upon in- come:	
Additions to property, through in- come* . . . . .	5,552.79
	<u>5,811.53</u>
Net divisible income . . . . .	\$15,610.31
Dividends declared, 4% on common stock . . . . .	15,400.00
	<u>\$210.31</u>
Surplus for the year ending June 30, 1912 . . . . .	215,539.45
Amount of surplus June 30, 1911 . . . . .	<u>\$215,749.76</u>
Total surplus June 30, 1912 . . . . .	

### General Balance Sheet.

#### Assets.

Cost of road . . . . .	\$600,746.79
Cash . . . . .	5,555.76
Total . . . . .	<u>\$606,302.55</u>

#### Liabilities.

Capital stock, common . . . . .	\$385,000.00
Additions to property, through income* . . . . .	5,552.79
Profit and loss balance—surplus . . . . .	215,749.76
Total . . . . .	<u>\$606,302.55</u>

### Property Account.

Additions to construction account during year:	
Increased weight of rails, etc.* . . . . .	\$5,552.79

### Capital Stock.

Capital stock authorized by law, common . . . . .	\$600,000.00
Capital stock authorized by votes of company, common . . . . .	600,000.00
Capital stock issued and outstanding, common . . . . .	385,000.00

\*See Page 485.

Number of shares issued and outstanding, common . . . . .	3,850
Number of stockholders, common . . . . .	323
Number of stockholders in New Hampshire, common . . . . .	273
Amount of stock held in New Hampshire, common . . . . .	\$292,600.00

#### Railroad Owned.

Length of main line in New Hampshire . . . . .	10.50 miles
Total length of main line . . . . .	10.50
Length of side track, etc., in New Hampshire . . . . .	1.40
Total length of side track, etc. . . . .	1.40
Total length of track owned in New Hampshire . . . . .	11.90
Total length of track owned . . . . .	11.90

REPORT  
OF THE  
PETERBOROUGH & HILLSBOROUGH  
RAILROAD

YEAR ENDING JUNE 30, 1912.

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Corporate Name and Address of the Company.

PETERBOROUGH & HILLSBOROUGH RAILROAD,  
1023 OLD SOUTH BUILDING, BOSTON, MASS.

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Principal Officers.

President	. . . .	Alvah W. Sulloway	.	Franklin, N. H.
Treasurer	. . . .	George U. Crocker	.	Boston, Mass.
				1023 Old South Building,
Clerk of Corporation	.	Thomas F. Clifford	.	Franklin, N. H.
Assistant Treasurer	.	Frank J. Sulloway	.	Franklin, N. H.

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Directors.

Alvah W. Sulloway	.	.	.	Franklin, N. H.
William P. Fiske	.	.	.	Concord, N. H.
James W. Pattee	.	.	.	Enfield, N. H.
Kenson E. Dearborn	.	.	.	Bristol, N. H.
Sherburne J. Winslow	.	.	.	Pittsfield, N. H.
Dudley L. Furber	.	.	.	Dover, N. H.
Herbert A. Trull	.	.	.	Manchester, N. H.

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**General Exhibit for the Year.**

Rental received from lease of road . . . .	\$4,500.00
Interest on funded debt . . . . .	4,500.00
Net divisible income . . . . .	\$0.00
Amount of deficit June 30, 1911 . . . . .	120,583.83
Total deficit June 30, 1912 . . . . .	\$120,583.83

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**General Balance Sheet.***Assets.*

Cost of road . . . . .	\$209,298.44
Sinking and other special funds . . . . .	925.00
Profit and loss balance—deficit . . . . .	120,583.83
Total . . . . .	\$330,807.27

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*Liabilities.*

Capital stock, common . . . . .	\$45,000.00
Funded debt . . . . .	165,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1) \$112,181.25	
Gratuity . . . . . \$8,626.02	
Total current liabilities . . . . .	120,807.27
Total . . . . .	\$330,807.27

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**Capital Stock.**

Capital stock authorized by law, common . . . . .	\$45,000.00
Capital stock authorized by votes of company, common . . . . .	45,000.00
Capital stock issued and outstanding, common . . . . .	45,000.00
Number of shares issued and outstanding, com- mon . . . . .	450
Number of stockholders, common . . . . .	1
Number of stockholders in New Hampshire, common . . . . .	1
Amount of stock held in New Hampshire, com- mon . . . . .	\$45,000.00

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## Funded Debt.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during year.
First mortgage.....	4½%	July 1, 1917	\$100,000.00	\$4,500.00
Second mortgage.....	7%	April 30, 1887	65,000.00	.....
Total .....	.....	.....	\$165,000.00	\$4,500.00

## Railroad Owned.

Length of main line in New Hampshire . . .	18.51 miles
Total length of side track, etc., in New Hampshire . . . . .	2.00
Total length of track owned . . . . .	20.51 miles

# REPORT

## OF THE

### SAWYER RIVER RAILROAD

YEAR ENDING DECEMBER 31, 1912.

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#### Principal Officers.

President . . . . .	Daniel Saunders . .	Lawrence, Mass.
Treasurer . . . . .	Charles G. Saunders .	Lawrence, Mass.
Clerk . . . . .	Clinton I. Nash . .	Lawrence, Mass.

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#### Directors.

Daniel Saunders . . . . .	Lawrence, Mass.
Charles G. Saunders . . . . .	Lawrence, Mass.
Mary L. Saunders . . . . .	Lawrence, Mass.
Annie G. Saunders . . . . .	Lawrence, Mass.
Edith St. Loe Saunders . . . . .	Lawrence, Mass.
Clinton I. Nash . . . . .	Lawrence, Mass.

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#### Facts Concerning the Operation of This Line.

Total number of stockholders of record: seven.

The road does no passenger business, and serves only the Livermore Mills, which is the only business concern on its line.

No charges are ever made to anyone for hauling freight over it, but it is used and operated by Livermore Mills for the purpose of transporting logs, lumber, and stores to and from the mills, and the whole expense of operating and maintaining it is paid by Livermore Mills for the use of the same.

The office of Livermore Mills is located at Livermore, N. H.

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### Road Operated—Entire Line.

Line owned—main line:

Sawyer River Railroad.

Sawyer River, N. H., to Livermore Mills . . . . .	2 miles
Livermore Mills into woods . . . . .	3

Total . . . . .	5 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	5 miles
Miles of sidings and turnouts . . . . .	200 yards

Total mileage operated (all tracks) . . . . .	5 miles 200 yards
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track) . . . . .	5 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track) . . . . .	5 miles
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### Capital Stock.

Capital stock, common:

Number of shares authorized . . . . .	500
Par value of one share . . . . .	\$100
Total par value authorized and outstanding . . . . .	\$50,000.00
Dividends paid during year . . . . .	None

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### Road and Equipment.

The iron is leased from the Boston &amp; Maine Railroad.

The equipment consists of one locomotive and twelve bunks, which are used in hauling logs from the landings in the woods to the mill.

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### Operating Expenses.

Maintenance of way and structures . . . . .	\$1,355.09
Maintenance of equipment . . . . .	2,622.74
Transportation expenses . . . . .	1,092.00
Rent of rails . . . . .	411.39
Total . . . . .	<hr/> \$5,481.22

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The road is operated as part of the business of the manufacture and sale of lumber by Livermore Mills at Livermore, N. H., and the operating expenses are reckoned as part of the expenses of operating Livermore Mills.

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### General Balance Sheet.

#### *Assets.*

Cost of road . . . . .	\$45,000.00
Cost of equipment . . . . .	5,000.00
Total . . . . .	<hr/> \$50,000.00

#### *Liabilities.*

Capital stock . . . . .	\$50,000.00
Total . . . . .	<hr/> \$50,000.00

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REPORT  
OF THE  
SULLIVAN COUNTY RAILROAD  
YEAR ENDING JUNE 30, 1912.

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**History.**

Exact name of common carrier making this report: Sullivan County Railroad.

Date of organization: September 3, 1866.

Under laws of what government, state, or territory, organized? Laws of New Hampshire, July 3, 1866.

Not a consolidated company.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: Original corporation, Sullivan Railroad; incorporated July 10, 1846, under the laws of the State of New Hampshire. On September 3, 1866, the old company was reorganized, by reason of foreclosure of mortgage, as the Sullivan County Railroad.

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**Principal Officers.**

President . . . . .	Henry W. Keyes . .	Haverhill, N. H.
Treasurer and Clerk . .	John F. Webster . .	Concord, N. H.
General Auditor . . .	Wm. J. Hobbs . . .	Boston, Mass.
Assistant Treasurer . .	Herbert E. Fisher .	Boston, Mass.
Superintendent . . . .	H. E. Folsom . . .	Lyndonville, Vt.
Gen. Traffic Manager . .	Wm. F. Berry . . .	Boston, Mass.
General Freight Agent .	George H. Eaton . .	Boston, Mass.
General Passenger and		
Ticket Agent . . . .	Charles M. Burt . .	Boston, Mass.

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### Directors.

Henry W. Keyes . . . .	Haverhill, N. H.
George H. Stowell . . . .	Claremont, N. H.
George E. Anderson . . . .	Nashua, N. H.
Harley E. Folsom . . . .	Lyndonville, Vt.
Fred L. Thompson . . . .	Bellows Falls, Vt.
Charles M. Floyd . . . .	Manchester, N. H.
Frank P. Maynard . . . .	Claremont, N. H.

Term expires May 29, 1913.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
June 6, 1912.

Date of last closing of stock books before end of year: Books  
do not close.

Total number of stockholders of record June 30, 1912: Eight.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

The name of the controlling corporation or corporations:  
Under sole, direct control of the Boston & Maine Railroad.

The manner in which control was established: Ownership of  
the entire capital stock by the Vermont Valley Railroad, the  
latter road being controlled by the Boston & Maine Railroad, as  
outlined in the annual reports of both companies.

The extent of control: 100%.

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### Road Operated—Entire Line.

Line owned—main line:

Sullivan County Railroad, Bellows Falls, Vt., to Windsor, Vt. . . . .	26 miles
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### Capital Stock.

Number of shares authorized, common . . . .	5,000
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . .	500,000.00
Total par value not held by respondent . . . .	500,000.00
Dividends declared during the year . . . . .	40,000.00
Rate, 8%.	

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Issued for cash:		
Total number of shares outstanding . . . . .	5,000	
Total cash realized . . . . .	\$500,000.00	
<b>Funded Debt.</b>		
First mortgage bonds:		
Date of issue, March 31, 1894.		
Date of maturity, April 1, 1924.		
Total par value authorized . . . . .	\$400,000.00	
Total par value outstanding . . . . .	357,000.00	
Total par value not held by respondent . . . . .	357,000.00	
Interest—		
Amount accrued and paid during the year . . . . .	14,280.00	
Interest payable, April 1 and October 1.		
Rate, 4%.		
<b>Recapitulation of Funded Debt.</b>		
First mortgage bonds:		
Total par value outstanding and not held by respondent . . . . .	\$357,000	
Interest paid during the year and charged to income . . . . .	14,280.00	
Purpose of the issue:		
Issued for cash . . . . .	\$357,000	
Total cash realized . . . . .	349,860	

### Recapitulation of Capitalization.

ACCOUNT	Total par value out-standing.	Assignment to railways.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock.....	\$500,000	\$500,000	26.00	\$19,231
Funded debt.....	357,000	357,000	26.00	13,731
Total .....	\$857,000	\$857,000		\$32,962

### Security for Funded Debt.

Road or tracks mortgaged:

From Bellows Falls, Vt., to Windsor, Vt.  
 (first mortgage) . . . . . 26 miles  
 Amount of mortgage per mile of line . . . \$13,731

### Expenditures for Additions and Betterments During the Year.

ACCOUNT.	From special appropriations.	Through issue of securities.	Property retired or converted.	Total.
Bridges, trestles, and culverts .....	\$7,000.00	\$21,905.07	.....	\$28,905.07
Increased weight of rail	1,641.21	.....	.....	1,641.21
Track fastenings and other material.....	.19	.....	.....	.19
Block and other sig- nal apparatus .....	3,329.12	.....	.....	3,329.12
Water and fuel sta- tions .....	16.79	.....	.....	16.79
Miscellaneous struc- tures .....	.....	.....	<i>*1,800.00</i>	<i>1,800.00</i>
Equipment .....	.....	.....	<i>*5,335.18</i>	<i>5,335.18</i>
Total .....	\$11,987.31†	\$21,905.07	<i>\$7,135.18</i>	\$26,757.20

Figures in italics indicate credits.

\* Adjusted in Road and Equipment Account, see page 498.

## Road and Equipment.

Investment since June 30, 1907.

ACCOUNT.	Expenditures for additions and betterments during the year.	Total expenditures July 1, 1907, to June 30, 1911.	Total expenditures July 1, 1907, to June 30, 1912.
Road:			
Engineering .....		\$379.52	\$379.52
Grading .....		4,057.19	4,057.19
Bridges, trestles, and culverts .....	\$28,905.07	5,108.85	34,013.92
Ties .....		1,072.91	1,072.91
Rails .....	1,641.21	1,969.90	3,611.11
Frogs and switches..		510.51	510.51
Track fastenings and other material.....	.19	292.63	292.82
Ballast .....		1,139.21	1,139.21
Track laying and surfacing .....		1,006.35	1,006.35
Crossings and signs.		2,201.94	2,201.94
Interlocking and other signal apparatus .....	3,329.12	29,678.78	33,007.90
Water stations .....	16.79	.....	16.79
Miscellaneous structures .....	<i>*1,800.00</i>	311.98	<i>1,488.02</i>
Total .....	\$32,092.38	\$47,729.77	\$79,822.15
Equipment:			
Steam locomotives....	.....	\$16,500.00	\$16,500.00
Freight-train cars....	<i>*\$5,335.18</i>	87,161.13	81,825.95
Total .....	<i>\$5,335.18</i>	\$103,661.13	\$98,325.95
Recapitulation:			
Road .....	\$32,092.38	\$47,729.77	\$79,822.15
Equipment .....	<i>\$5,335.18</i>	103,661.13	98,325.95
Total—entire line....	\$26,757.20	\$151,390.90	\$178,148.10

Figures in italics indicate credits.

\* See page 497.

## Summary of Road and Equipment.

Investment to June 30, 1907:	
Road . . . . .	\$888,755.37
Equipment . . . . .	98,175.10
Investment since June 30, 1907 . . . . .	178,148.10
Total . . . . .	\$1,165,078.57
Reserve for accrued depreciation—Cr. . . . .	55,905.92
Net total . . . . .	\$1,109,172.65
Cost per mile of line (26 miles) . . . . .	42,660.49
<b>Income Account.</b>	
Operating income:	
Operating revenues . . . . .	\$510,050.78
Operating expenses . . . . .	419,523.07
Net operating revenue . . . . .	\$90,527.71
Taxes accrued . . . . .	22,802.89
Operating income . . . . .	\$67,724.82
Other income:	
Rents—Credits—	
Joint facilities . . . . .	\$88.00
Miscellaneous rents . . . . .	913.92
Total other income . . . . .	1,001.92
Gross corporate income . . . . .	\$68,726.74
Deductions from gross corporate income:	
Rents—Debits—	
Hire of equipment . . . . .	\$897.89
Joint facilities . . . . .	3,185.95
Miscellaneous rents . . . . .	87.12
	\$4,170.96
Interest accrued on funded debt . . . . .	14,280.00
Total deductions . . . . .	18,450.96
Net corporate income . . . . .	\$50,275.78
(Carried forward)	

Brought forward . . . . .	\$50,275.78
Disposition of net corporate income:	
Dividends declared on common stock—	
4% payable October 2, 1911 . . . . .	\$20,000.00
4% payable April 1, 1912 . . . . .	20,000.00
	<hr/>
	\$40,000.00
Appropriations for additions and betterments:	
Expended during the year . . . . .	10,187.31
	<hr/>
	50,187.31
	<hr/>
Balance for year to credit of profit and loss	\$88.47
<hr/>	
<b>Profit and Loss Account.</b>	
Balance June 30, 1911 . . . . .	\$372,548.40
Balance for year, from income account . . . . .	88.47
	<hr/>
Balance credit, June 30, 1912 . . . . .	\$372,636.87
<hr/>	
<b>Operating Revenues—Entire Line.</b>	
Revenue from transportation:	
Freight revenue . . . . .	\$338,835.62
Passenger revenue . . . . .	\$146,972.89
Excess baggage revenue . . . . .	2,076.64
Mail revenue . . . . .	8,201.31
Express revenue . . . . .	6,000.00
Milk revenue (on passenger trains) . . . . .	2,271.58
Other passenger-train revenue . . . . .	38.85
	<hr/>
Total passenger service train revenue . . . . .	165,561.27
Switching revenue . . . . .	3,386.43
Special service train revenue . . . . .	260.00
Miscellaneous transportation revenue . . . . .	407.92
	<hr/>
Total revenue from transportation . . . . .	\$508,451.24
<hr/>	
Revenue from operations other than transportation:	
Storage—freight . . . . .	\$12.37
Storage—baggage . . . . .	126.59
Car service . . . . .	1,101.83
Telegraph and telephone service . . . . .	146.82
	<hr/>
Carried forward . . . . .	\$1,417.61
<hr/>	

Brought forward . . . . .	\$1,417.61
Rents of buildings and other property . . . . .	156.00
Miscellaneous . . . . .	25.93
Total revenue from operations other than transportation . . . . .	\$1,599.54
Total operating revenues—entire line . . . . .	\$510,050.78

### Operating Expenses—Entire Line.

Maintenance of way and structures:	
Superintendence . . . . .	\$1,750.83
Ties . . . . .	9,535.03
Rails . . . . .	4,819.29
Other track material . . . . .	2,613.60
Roadway and track . . . . .	22,022.49
Removal of snow, sand, and ice . . . . .	1,287.66
Bridges, trestles, and culverts . . . . .	50,026.18
Over and under grade crossings . . . . .	353.52
Grade crossings, fences, cattle guards, and signs . . . . .	1,299.49
Signals and interlocking plants . . . . .	2,263.66
Telegraph and telephone lines . . . . .	15.25
Buildings, fixtures, and grounds . . . . .	2,127.07
Roadway tools and supplies . . . . .	376.09
Stationery and printing . . . . .	17.60
Maintaining joint tracks, yards, and other facilities—Dr. . . . .	1,611.82
Maintaining joint tracks, yards, and other facilities—Cr. . . . .	132.00
Total—Maintenance of way and structures . . . . .	\$99,987.58
Maintenance of equipment:	
Superintendence . . . . .	\$1,016.04
Steam locomotives—repairs . . . . .	25,669.54
Steam locomotives—renewals . . . . .	125.00
Steam locomotives—depreciation . . . . .	5,747.76
Passenger-train cars—repairs . . . . .	2,355.11
Passenger-train cars—depreciation . . . . .	200.04
Freight-train cars—repairs . . . . .	24,815.93
Freight-train cars—renewals . . . . .	1,260.40
Freight-train cars—depreciation . . . . .	10,781.78
Shop machinery and tools . . . . .	225.43
Total—maintenance of equipment . . . . .	\$72,197.03

<b>Traffic expenses:</b>	
Superintendence . . . . .	\$1,680.96
Outside agencies . . . . .	83.55
Advertising . . . . .	245.60
Total—traffic expenses . . . . .	<u>\$2,010.11</u>
<b>Transportation expenses:</b>	
Superintendence . . . . .	\$2,378.88
Dispatching trains . . . . .	1,519.24
Station employees . . . . .	17,120.85
Station supplies and expenses . . . . .	2,093.72
Yardmasters and their clerks . . . . .	1,446.38
Yard conductors and brakemen . . . . .	5,336.53
Yard switch and signal tenders . . . . .	414.95
Yard supplies and expenses . . . . .	316.84
Yard enginemen . . . . .	3,793.17
Enginehouse expenses—yard . . . . .	620.43
Fuel for yard locomotives . . . . .	3,205.35
Water for yard locomotives . . . . .	98.55
Lubricants for yard locomotives . . . . .	120.77
Other supplies for yard locomotives . . . . .	1.08
Operating joint yards and terminals—Dr. . . . .	1,773.25
Road enginemen . . . . .	35,333.08
Enginehouse expenses—road . . . . .	4,849.53
Fuel for road locomotives . . . . .	106,183.08
Water for road locomotives . . . . .	1,205.58
Lubricants for road locomotives . . . . .	764.06
Other supplies for road locomotives . . . . .	553.69
Road trainmen . . . . .	37,257.42
Train supplies and expenses . . . . .	3,912.15
Interlockers and block and other signals— operation . . . . .	4,357.26
Crossing flagmen and gatemen . . . . .	964.35
Telegraph and telephone—operation . . . . .	1,105.60
Stationery and printing . . . . .	537.28
Other expenses . . . . .	86.48
Damage to property . . . . .	828.78
Total—transportation expenses . . . . .	<u>\$238,178.33</u>
<b>General expenses:</b>	
Salaries and expenses of general officers . . . . .	\$1,600.00
Salaries and expenses of clerks and attendants . . . . .	2,559.84
General office supplies and expenses . . . . .	7.33
Law expenses . . . . .	1,816.29
Insurance . . . . .	1,035.81
Other expenses . . . . .	130.75
Total—general expenses . . . . .	<u>\$7,150.02</u>



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**Recapitulation of expenses:**

Maintenance of way and structures . . . . .	\$99,987.58
Maintenance of equipment . . . . .	72,197.03
Traffic expenses . . . . .	2,010.11
Transportation expenses . . . . .	238,178.33
General expenses . . . . .	7,150.02

Total operating expenses . . . . .	\$419,523.07
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Ratio of operating expenses to operating revenues, 82.25%.

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**Rents Receivable.**

(Joint Facilities.)

**Joint yards and terminals:**

Claremont Junction, N. H., Boston & Maine Railroad lessee . . . . .	\$88.00
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(Miscellaneous Rents.)

**Buildings:**

Building, North Walpole, N. H., F. Murphy . . . . .	\$120.00
Building, Walpole, N. H.; C. W. Crowley . . . . .	120.00
Building, Walpole, N. H., J. Bowen . . . . .	60.00
Building, Windsor, Vt., L. S. Coburn . . . . .	211.92
Building, Windsor, Vt., A. Sanders . . . . .	90.00
Building, No. Walpole, N. H., T. Elward . . . . .	108.00
Building, No. Charlestown, N. H., S. Lavalle . . . . .	48.00
Various, various . . . . .	156.00

Total . . . . .	\$913.92
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**Rents Payable.**

(Joint Facilities.)

**Joint yards and terminals:**

Windsor, Vt., Central Vermont Railway lessor . . . . .	\$2,000.00
Bellows Falls, Vt., Rutland Railroad lessor . . . . .	1,185.95

Total . . . . .	\$3,185.95
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(Miscellaneous Rents.)

Land, Bellows Falls, Vt., various lessors . . . . .	\$87.12
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## Hire of Equipment.

(Equipment Interchanged.)

KIND OF EQUIPMENT.	BASIS OF COMPENSATION.				Total Compensation.
	Locomotive-Days or Car-Days.		Locomotive-Miles or Car-Miles.		
	Number.	Rate.	Number.	Rate.	
Accrued on equipment borrowed:					
Passenger-train cars	41,913	..... 30 and 35c.	529,394 901,947	1½, 2, 3, 4, 5c. 6/10, ¾, 1c.	\$14,805.51 19,711.95
Freight-train cars....					
Totals .....	41,913		1,431,341		\$34,517.46
Accrued on equipment loaned:					
Passenger train cars.		.....	53,090 429,870	1½c. 6/10, ¾, 1c.	\$796.35 36,385.45
Freight-train cars....	102,915	20, 25, 30, 35, 50c.			
Total .....	102,915		482,960		\$37,181.80

**Hire of Equipment—*Concluded.***

(Private Cars.)

Pullman Company, parlor and sleeping cars, car-miles . . . . .	132,649
Compensation—amount . . . . .	\$2,652.98
Rate, 2c.	
Various owners, freight cars, car-miles . . . . .	116,920
Compensation—amount . . . . .	\$909.25
Rate, 6/10, $\frac{3}{4}$ , 1c.	
Total number car-miles . . . . .	249,569
Total compensation—amount . . . . .	\$3,562.23

**Recapitulation of Hire of Equipment.**

ACCOUNT.	Amount. receivable.	Amount. payable.
Equipment interchanged.....	\$37,181.80	\$34,517.46
Private cars .....	.....	3,562.23
Total .....	\$37,181.80	\$38,079.69
Balance payable .....	.....	\$897.89

**Taxes and Assessments.**

Ad valorem tax on value of real and personal property in New Hampshire . . . . .	\$21,554.55
On property owned, not used in operation, and miscellaneous, in New Hampshire . . . . .	509.79
Internal revenue, U. S. government . . . . .	688.55
Specific tax on stocks, bonds, loans, etc., in Ver- mont . . . . .	50.00
Total . . . . .	\$22,802.89

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
	Property investment:	
	Investment to June 30, 1907—	
\$888,755.37	Road .....	\$888,755.37
98,175.10	Equipment .....	98,175.10
\$986,930.47		\$986,930.47
	Investment since June 30, 1907—	
\$47,729.77	Road .....	\$79,822.15
103,661.13	Equipment .....	98,325.95
\$151,390.90		\$178,148.10
\$1,138,321.37		\$1,165,078.57
39,814.87	Reserve for accrued depreciation—Cr. ....	55,905.92
\$1,098,506.50	Total .....	\$1,109,172.65
	Working assets:	
\$200,741.61	Miscellaneous accounts receivable .....	\$196,654.03
1,375.00	Other working assets .....	.....
\$202,116.61	Total .....	\$196,654.03
	Deferred debit items:	
\$43,237.16	Other deferred debit items...	\$48,309.37
\$43,237.16	Total .....	\$48,309.37
\$1,343,860.27	Grand total .....	\$1,354,136.05

Comparative General Balance Sheet.—*Concluded.*

June 30, 1911.	LIABILITIES.	June 30, 1912.
	Stock:	
\$500,000.00	Common stock, not held by company .....	\$500,000.00
	Mortgage, bonded, and secured debt:	
	Funded debt—	
357,000.00	Mortgage bonds, not held by company .....	357,000.00
	Accrued liabilities not due:	
3,570.00	Unmatured interest, divi- dends, and rents payable...	3,570.00
	Deferred credit items:	
598.70	Other deferred credit items..	598.70
	Appropriated surplus:	
	Additions to property since June 30, 1907, through in- come .....	120,330.48
110,143.17		
372,548.40	Profit and loss—balance.....	372,636.87
\$1,343,860.27	Grand total .....	\$1,354,136.05

## Employees and Salaries—Entire Line.

CLASS.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	991	\$2,200.00	\$2.22
Other officers.....	...	22	144.59	6.57
General office clerks.....	9	2,318	4,225.56	1.82
Station agents.....	7	2,276	5,228.12	2.30
Other station men.....	57	6,148	10,375.05	1.69
Enginemen .....	24	5,400	23,017.96	4.26
Firemen .....	24	5,153	13,913.42	2.70
Conductors .....	27	2,439	12,037.36	4.94
Other trainmen.....	86	7,162	27,989.93	3.91
Machinists .....	3	925	2,687.99	2.91
Carpenters .....	8	1,308	3,163.08	2.42
Other shopmen .....	16	7,972	17,932.38	2.25
Section foremen.....	6	2,099	5,542.80	2.64
Other trackmen .....	47	11,442	19,836.09	1.73
Switch tenders, crossing ten- ders, and watchmen.....	12	1,560	3,201.57	2.05
Telegraph operators and dis- patchers .....	14	2,846	4,573.90	1.61
All other employees and la- borers .....	4	947	1,688.94	1.78
Total (including general officers) .....	347	61,008	\$157,758.74	\$2.59
Less general officers.....	3	991	2,200.00	
Total (excluding general officers) .....	344	60,017	\$155,558.74	\$2.59
Distribution of above:				
Maintenance of way and structures .....	58	15,489	\$29,538.69	\$1.91
Maintenance of equipment	13	8,405	22,253.99	2.65
Traffic expenses .....	3	730	1,129.80	1.55
Transportation expenses..	268	34,767	102,302.44	2.94
General expenses.....	5	1,617	2,533.82	1.57
Total (including general officers) .....	347	61,008	\$157,758.74	\$2.59
Less general officers.....	3	991	2,200.00	
Total (excluding general officers) .....	344	60,017	\$155,558.74	\$2.59

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**Traffic and Mileage Statistics—Entire Line.**
**Passenger traffic:**

Number of passengers carried earning revenue . . . . .	325,206
Number of passengers carried one mile . . . . .	6,272,974
Number of passengers carried one mile per mile of road . . . . .	241,263
Average distance carried, miles . . . . .	19.29
Total passenger revenue . . . . .	\$146,972.89
Average amount received from each passenger . . . . .	45194
Average receipts per passenger per mile . . . . .	.02343
Total passenger service train revenue . . . . .	165,561.27
Passenger service train revenue per mile of road . . . . .	6,367.74
Passenger service train revenue per train-mile . . . . .	1.54075

**Freight traffic:**

Number of tons carried of freight earning revenue . . . . .	2,097,471
Number of tons carried one mile . . . . .	52,453,454
Number of tons carried one mile per mile of road . . . . .	2,017,441
Average distance haul of one ton, miles . . . . .	25.01
Total freight revenue . . . . .	\$338,835.62
Average amount received for each ton of freight . . . . .	.16155
Average receipts per ton per mile . . . . .	.00646
Freight revenue per mile of road . . . . .	13,032.14
Freight revenue per train-mile . . . . .	1.70780

**Total traffic:**

Operating revenues . . . . .	510,050.78
Operating revenues per mile of road . . . . .	19,617.33
Operating revenues per train-mile . . . . .	1.66727
Operating expenses . . . . .	419,523.07
Operating expenses per mile of road . . . . .	16,135.50
Operating expenses per train-mile . . . . .	1.37135
Net operating revenue . . . . .	90,527.71
Net operating revenue per mile of road . . . . .	3,481.84
Average number of passengers per car-mile . . . . .	15
Average number of passengers per train-mile . . . . .	58
Average number of passenger cars per train-mile . . . . .	6.03
Average number of tons of freight per loaded car-mile . . . . .	17.29
Average number of tons of freight per train-mile . . . . .	264.38

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Average number of freight cars per train-mile . . . . .	21.58
Average number of loaded cars per train-mile . . . . .	15.29
Average number of empty cars per train-mile . . . . .	5.29
Average mileage operated during year . . . . .	26.00
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Locomotive mileage:	
Revenue service—	
Freight locomotive-miles . . . . .	243,804
Passenger locomotive-miles . . . . .	144,125
Special locomotive-miles . . . . .	71
Switching locomotive-miles . . . . .	25,274
Total revenue locomotive mileage . . . . .	413,274
Nonrevenue service locomotive-miles . . . . .	1,666
<hr/>	
Car mileage:	
Revenue service—	
Freight car-miles	
Loaded . . . . . 3,034,172	
Empty . . . . . 1,049,108	
Caboose . . . . . 198,405	
Total freight car-miles . . . . .	4,281,685
Passenger car-miles—	
Passenger . . . . . 288,512	
Sleeping, parlor, and observation . . . . . 137,162	
Other passenger-train cars . . . . . 222,197	
Total passenger car-miles . . . . .	647,871
Special car-miles—	
Freight—loaded . . . . . 234	
Caboose . . . . . 26	
Passenger . . . . . 113	
Total special car-miles . . . . .	373
Total revenue car mileage . . . . .	4,929,929
Nonrevenue service car-miles . . . . .	10,904
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Train mileage:	
Revenue service—	
Freight train-miles . . . . . 198,405	
Passenger train-miles . . . . . 107,453	
Special train-miles . . . . . 59	
Total revenue train mileage . . . . .	305,919
Nonrevenue service train-miles . . . . .	913

## Freight Traffic Movement—Entire Line.

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight rec'd from connecting roads and other carriers.	Whole Tons.	Per-cent.
Products of agriculture:				
Grain .....	238	107,754	107,992	5.15
Flour .....	138	38,001	38,139	1.82
Other mill products.....	87	26,923	27,010	1.29
Hay .....	546	80,825	81,371	3.88
Tobacco .....		7,146	7,146	.34
Cotton .....		812	812	.04
Fruit and vegetables.....	534	11,035	11,569	.55
Other products of agriculture .....		22,071	22,071	1.05
Total .....	1,543	294,567	296,110	14.12
Products of animals:				
Live stock.....	739	5,927	6,666	.32
Dressed meats.....		3,505	3,505	.17
Other packing-house products .....	161	1,518	1,679	.08
Poultry, game, and fish....		1,220	1,220	.06
Wool .....	5	881	886	.04
Hides and leather.....	188	13,642	13,830	.66
Other products of animals.	1	7,669	7,670	.37
Total .....	1,094	34,362	35,456	1.70
Products of mines:				
Anthracite coal.....		175,265	175,265	8.36
Bituminous coal .....		327,636	327,636	15.62
Coke .....		9,459	9,459	.45
Ores .....		4,228	4,228	.20
Stone, sand, and other like articles .....	450	73,917	74,367	3.54
Other products of mines....		8,322	8,322	.40
Total .....	450	598,827	599,277	28.57
Carried forward.....	3,087	927,756	930,843	44.39

Freight Traffic Movement—Entire Line—*Concluded.*

COMMODITY.	WHOLE TONS.		TOTAL FREIGHT TONNAGE.	
	Freight originating on this road.	Freight received from connecting roads and other carriers.	Whole Tons.	Per-cent.
Brought forward.....	3,087	927,756	930,843	44.39
Products of forests:				
Lumber .....	10,390	164,550	174,940	8.34
Other products of forests..	1,631	140,788	142,419	6.79
Total .....	12,021	305,338	317,359	15.13
Manufactures:				
Petroleum and other oils.. .....		29,062	29,062	1.39
Sugar .....		85,224	85,224	4.06
Naval stores .....		1,306	1,306	.06
Iron, pig and bloom.....	256	15,312	15,568	.74
Iron and steel rails.....	14	6,416	6,430	.31
Other castings and machinery .....	5,289	20,232	25,521	1.22
Bar and sheet metal.....	204	3,844	4,048	.19
Cement, brick, and lime...	187	33,490	33,677	1.61
Agricultural implements...	43	1,141	1,184	.06
Wagons, carriages, tools, etc. ....	39	1,043	1,082	.05
Wines, liquors, and beers..	29	1,581	1,610	.08
Household goods and furniture .....	351	1,945	2,296	.10
Other manufactures.....	4,135	229,558	233,693	11.14
Total .....	10,547	430,154	440,701	21.01
Merchandise .....	2,250	159,559	161,809	7.71
Miscellaneous .....	5,795	240,964	246,759	11.76
Total tonnage—entire line	33,700	2,063,771	2,097,471	100.00

Description of Equipment—Entire Line.

ITEM.	Number on June 30, 1911.	Number added during year.	Number retired during year.	Number on June 30, 1912.	NUMBER FITTED WITH	
					Train brake.	Automatic coupler.
Locomotives—owned or leased:						
Passenger .....	6	.....	.....	6	6	6
Freight .....	5	.....	.....	5	5	5
Total locomotives in service, owned.	11	.....	.....	11	11	11
Cars—owned or leased:						
In passenger service—						
Baggage, express, and postal cars...	1	.....	.....	1	1	1
In freight service—						
Box cars .....	364	.....	7	357	357	357
Total cars in service, owned.....	365	.....	7	358	358	358

Mileage—Entire Line.	
Main line owned and operated:	
Miles of single track . . . . .	26.00
Miles of second track . . . . .	17.07
Miles of yard track and sidings . . . . .	7.76
Total mileage, all tracks (steel rails) . . . . .	50.83
Main line owned and operated, by states:	
Miles in New Hampshire . . . . .	25.19
Miles in Vermont . . . . .	.81
Total mileage single track (steel rails) . . . . .	26.00
Mileage—State of New Hampshire.	
Main line owned and operated:	
Miles of single track . . . . .	25.19
Miles of second track . . . . .	17.07
Miles of yard track and sidings . . . . .	7.76
Total mileage, all tracks (steel rails) . . . . .	50.02

### Renewals of Rails and Ties—State of New Hampshire.

#### NEW RAILS LAID DURING YEAR.

KIND.	Tons.	Weight per yard —lbs.	Average price per ton at dis- tributing point.
New .....	412.81	75 to 85 lbs.	\$31.60

#### NEW TIES LAID DURING YEAR.

KIND.	Number.	Average price at distributing point.
Cross ties (various).....	16,983	\$0.536
Switch (60 ft.).....	296	1.081
Total .....	17,279	\$0.546

## Consumption of Fuel by Locomotives—Entire Line.

LOCOMOTIVES.	Bituminous coal consumed —tons.	Miles run.	Average lbs. con- sumed per mile.
Revenue service:			
Freight .....	15,647	243,804	128.36
Passenger .....	7,891	144,125	109.50
Special .....	4	71	112.67
Switching .....	1,156	25,274	91.47
Nonrevenue service.....	90	1,666	108.04
Total .....	24,788	414,940	119.47
Average cost at distributing point .....	\$4.11		

## Characteristics of Road—Entire Line.

## Working divisions or branches:

From Bellows Falls, Vt., to Windsor, Vt., miles 26.00

## Alignment:

Number of curves . . . . . 35  
 Aggregate length of curved line, miles . . . 10.00  
 Length of straight line, miles . . . . . 16.00

## Profile:

Length of level line, miles . . . . . 8.66

## Ascending grades—

Number . . . . . 9  
 Sum of ascents, feet . . . . . 267  
 Aggregate length of ascending grades, miles 9.64

## Descending grades—

Number . . . . . 8  
 Sum of descents, feet . . . . . 277  
 Aggregate length of descending grades,  
 miles . . . . . 7.70

Characteristics of Road—Entire Line.—*Concluded.*

## BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	No.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.
Bridges:				
Stone .....	2	43	14	28
Iron .....	12	2,211	13	698
Total .....	14	2,254		
Overhead highway crossings:				
Trestles .....	2			

Height of lowest trestle above surface of rail, 17 feet, 3 inches.  
Gage of track, 4 feet, 8½ inches. 26 miles.

## Telegraph.

Steel:

Name of owner and operating company:  
Western Union Telegraph Co.

Line and wire:

Total miles of line	.	.	.	.	.	.	26.00
Total miles of wire	.	.	.	.	.	.	223.98



# REPORT

## OF THE

# SUNCOOK VALLEY RAILROAD

FOR YEAR ENDING JUNE 30, 1912.

### Corporate Name and Address of the Company.

SUNCOOK VALLEY RAILROAD,  
MANCHESTER, N. H.

### Principal Officers.

President . . . .	James B. Tennant .	Concord, N. H.
Treasurer . . . .	Walter M. Parker .	Manchester, N. H.
Clerk of Corporation	Nathan P. Hunt . .	Manchester, N. H.

### Directors.

James B. Tennant . . . .	Concord, N. H.
Josiah Carpenter . . . .	Manchester, N. H.
Eugene S. Head . . . .	Hooksett, N. H.
Alfred Quimby . . . .	Manchester, N. H.
Frank W. Sargeant . . . .	Manchester, N. H.
Oscar Foss . . . .	Center Barnstead, N. H.
George W. Fowler . . . .	Pembroke, N. H.

### General Exhibit for the Year.

Rental received from lease of road . . . .	\$12,625.50
Total expenses and charges upon income . . . .	294.29
Net divisible income . . . . .	\$12,331.21
(Carried forward)	

Brought forward . . . . .	\$12,331.21
Dividends declared:	
3% on \$240,000 . . . . .	\$7,200.00
1½% on \$341,700 . . . . .	5,125.50
Total dividends declared . . . . .	12,325.50
Surplus for the year ending June 30, 1912 .	\$5.71
Amount of surplus June 30, 1911 . . . . .	452.20
Total surplus June 30, 1912 . . . . .	\$457.91
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Cost of road . . . . .	\$348,199.19
Cash and current assets . . . . .	2,654.72
Total . . . . .	\$350,853.91
<i>Liabilities.</i>	
Capital stock, common . . . . .	\$341,700.00
Contributions . . . . .	8,696.00
Profit and loss balance—surplus . . . . .	457.91
Total . . . . .	\$350,853.91
<b>Capital Stock.</b>	
Capital stock authorized by law, common . . .	\$500,000.00
Capital stock authorized by votes of company, common . . . . .	341,700.00
Capital stock issued and outstanding, common .	341,700.00
Number of shares issued and outstanding, common . . . . .	3,417
Number of stockholders, common . . . . .	203
Number of stockholders in New Hampshire, common . . . . .	193
Amount of stock held in New Hampshire, common . . . . .	\$315,400.00
<b>Railroad Owned.</b>	
Length of main line in New Hampshire . . . (Suncook to Pittsfield)	17.41 miles
Length of side track, etc., in New Hampshire .	3.56
Total length of track owned . . . . .	20.97 miles

# REPORT

## OF THE

### SWIFT RIVER RAILROAD

Owned and Operated  
BY  
THE CONWAY LUMBER COMPANY.  
YEAR ENDING JUNE 30, 1912.

#### Character of Business.

The road is operated entirely as a logging road, and only at such times of the year as the company is hauling logs.

Incorporated in 1903 under the laws of State of New Hampshire.

Miles of track:		
Main track	. . . . .	17 miles
Yard track and sidings	. . . . .	3
<b>Total</b>	<b>. . . . .</b>	<b>20 miles</b>
<b>Capital Stock.</b>		
None.		
<b>Funded Debt.</b>		
None.		

#### Expenditures for Additions and Betterments During the Year.

Built one siding to one camp at cost of about .	\$1,200.00
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Income Account.	
Operating income:	
Operating revenues—	
Freight—logs . . . . .	\$34,762.21
Operating expenses . . . . .	34,762.21
Net operating revenue . . . . .	\$0.00
Operating Expenses—Entire Line.	
Maintenance of way and structures:	
Section labor . . . . .	\$6,139.09
Ties . . . . .	3,000.00
Lease of rails . . . . .	1,752.38
Total—maintenance of way and structures . . . . .	\$10,891.47
Maintenance of equipment:	
Repairs of equipment . . . . .	\$5,611.30
Steam locomotives—depreciation . . . . .	4,420.30
Shop machinery and tolls . . . . .	1,735.21
Rent of cars . . . . .	1,260.25
Total—maintenance of equipment . . . . .	\$13,027.06
Transportation expenses:	
Operating labor . . . . .	\$4,582.12
Lubricants for yard locomotives . . . . .	421.26
Water for road locomotives . . . . .	4,210.77
Total—transportation expenses . . . . .	\$9,214.15
General expenses:	
Taxes . . . . .	\$936.80
Insurance . . . . .	639.13
General administration joint tracks, yards, and terminals . . . . .	53.60
Total—general expenses . . . . .	\$1,629.53
Recapitulation of expenses:	
Maintenance of way and structures . . . . .	\$10,891.47
Maintenance of equipment . . . . .	13,027.06
Transportation expenses . . . . .	9,214.15
General expenses . . . . .	1,629.53
Total operating expenses . . . . .	\$34,762.21

### Description of Equipment—Entire Line.

Locomotives	.	.	.	.	.	.	.	4
Flangers	.	.	.	.	.	.	.	1
Log trucks	.	.	.	.	.	.	.	70
Cabooses	.	.	.	.	.	.	.	3
Snowplows	.	.	.	.	.	.	.	1
Flat cars	.	.	.	.	.	.	.	19

# REPORT

## OF THE

### UPPER COOS RAILROAD

YEAR ENDING JUNE 30, 1912.

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Corporate Name and Address of the Company.

UPPER COOS RAILROAD.

110 STATE STREET, BOSTON, MASS.

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#### Principal Officers.

President . . . . .	Irving W. Drew . .	Lancaster, N. H.
Treasurer . . . . .	Thomas S. McGowen	Boston, Mass.
Clerk of Corporation .	Chester B. Jordan .	Lancaster, N. H.
General Counsel . . .	Irving W. Drew . .	Lancaster, N. H.
General Manager . . .	Morris McDonald . .	Portland, Me.
Superintendent . . . .	Frank J. Runey . . .	Lancaster, N. H.

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#### Directors.

Irving W. Drew . . . . .	Lancaster, N. H.
Parker W. Whittemore . . . .	Newton, Mass.
Sherburne M. Merrill . . . . .	Newton, Mass.
Calvin Page . . . . .	Portsmouth, N. H.
Thomas H. Van Dyke . . . . .	Beecher Falls, Vt.
Pitt F. Drew . . . . .	Boston, Mass.
Thomas S. McGowen . . . . .	Boston, Mass.

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**General Exhibit for the Year.**

Rental received from lease of road . . .	\$66,685.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organi- zation . . . . .	\$500.00
Interest on funded debt . . . . .	45,185.00
Total expenses and charges upon income .	45,685.00
Net divisible income . . . . .	\$21,000.00
Dividends declared, 6% on common stock . .	21,000.00

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**General Balance Sheet.**
*Assets.*

Coös Valley Railroad Company . . . . .	\$231,673.00
Upper Coös Railroad, Vermont . . . . .	29,407.00
Cost of road . . . . .	900,398.12
Cost of equipment . . . . .	231,521.88
Total . . . . .	\$1,393,000.00

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*Liabilities.*

Capital stock, common . . . . .	\$350,000.00
Funded lebt . . . . .	1,043,000.00
Total . . . . .	1,393,000.00

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**Capital Stock.**

Capital stock authorized by law, common . . .	\$350,000.00
Capital stock authorized by votes of company, common . . . . .	350,000.00
Capital stock issued and outstanding, common .	350,000.00
Number of shares issued and outstanding, com- mon . . . . .	3,500
Number of stockholders, common . . . . .	45
Number of stockholders in New Hampshire, common . . . . .	11
Amount of stock held in New Hampshire, com- mon . . . . .	\$112,400.00

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## Funded Debt.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest. paid during year.
First mortgage .....	4%	May 1, 1930	\$350,000.00	\$14,000.00
First mortgage.....	4½%	May 1, 1930	693,000.00	31,185.00
Total .....			\$1,043,000.00	\$45,185.00

# REPORT

## OF THE

### WILTON RAILROAD COMPANY

YEAR ENDING JUNE 30, 1912.

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#### Corporate Name and Address of the Company.

WILTON RAILROAD COMPANY.

NASHUA, N. H.

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#### Principal Officers.

President . . . .	George O. Whiting .	Lexington, Mass
Treasurer . . . .	Wm. E. Spaulding .	Nashua, N. H.
Clerk of Corporation	Isaac S. Whiting .	Wilton, N. H.

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#### Directors.

George O. Whiting . . . .	Lexington, Mass.
Charles A. Burns . . . .	Somerville, Mass.
Harry W. Ramsdell . . . .	Nashua, N. H.
George Whiting . . . .	Somerville, Mass.
Arthur D. Ramsdell . . . .	Nashua, N. H.

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#### General Exhibit for the Year.

Rental received from lease of road . . . .	\$20,400.00
Dividends declared, 8½% on common stock . .	20,400.00
Surplus for the year ending June 30, 1912 .	\$0.00

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**General Balance Sheet.**
*Assets.*

Cost of road . . . . .	\$242,600.00
Cash . . . . .	3,407.25
Total . . . . .	<u>\$246,007.25</u>

*Liabilities.*

Capital stock, common . . . . .	\$240,000.00
Capital stock, never capitalized . . . . .	2,600.00
Total capital stock . . . . .	<u>\$242,600.00</u>
Current liabilities:	
Dividends not called for . . . . .	\$2,407.25
Contingent fund . . . . .	1,000.00
Total current liabilities . . . . .	<u>3,407.25</u>
Total . . . . .	<u>\$246,007.25</u>

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**Capital Stock.**

Capital stock, authorized by law, common . . . . .	\$250,000.00
Capital stock authorized by votes of company, common . . . . .	240,000.00
Capital stock issued and outstanding, common . . . . .	240,000.00
Number of shares issued and outstanding, common . . . . .	2,400
Number of stockholders, common . . . . .	209
Number of stockholders in New Hampshire, common . . . . .	172
Amount of stock held in New Hampshire, common . . . . .	\$187,600.00

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**Railroad Owned.**

Length of main line in New Hampshire . . . . .	15.50 miles
Length of side track, etc., in New Hampshire . . . . .	5.55
Total length of track owned . . . . .	<u>21.05 miles</u>

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Property of  
THE BUREAU OF GOVERNMENT RESEARCH  
University of New Hampshire  
Durham, New Hampshire

## PART IV.

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## STREET RAILWAY RETURNS.



# REPORT

OF THE

## ATLANTIC SHORE RAILWAY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Atlantic Shore Railway.

If a reorganized company, give name of original corporation and refer to laws under which it was organized: On December 1, 1910, the Atlantic Shore Line Railway was sold at foreclosure sale and reorganized December 31, 1910, under name of Atlantic Shore Railway.

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### Principal Officers.

President . . . .	Frederick O. Conant	Portland, Me.
Vice-President . . . .	Louis B. Goodall . . .	Sanford, Me.
Treasurer . . . .	Constant Southworth	Portland, Me.
Assist. Treasurer . . . .	Sterling T. Dow . . .	Kennebunk, Me.
Attorney . . . .	Fred J. Allen . . . .	Sanford, Me.
Auditor . . . .	J. W. Leavitt . . . .	Kennebunk, Me.
General Manager . . . .	L. H. McCray . . . .	Kennebunk, Me.

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### Directors.

Fred J. Allen . . . . .	Sanford, Me.
A. H. Bickmore . . . . .	New York, N. Y.
Wm. Binney, Jr. . . . .	Newport, R. I.
A. S. Bosworth . . . . .	Portland, Me.
F. O. Conant . . . . .	Portland, Me.

(Continued)

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**Directors.—Continued.**

C. S. Cook . . . . .	Portland, Me.
E. J. Eddy . . . . .	Portland, Me.
G. B. Goodall . . . . .	Sanford, Me.
L. B. Goodall . . . . .	Sanford, Me.
E. Burton Hart . . . . .	New York, N. Y.
G. S. Hobbs . . . . .	Portland, Me.
J. S. Jones . . . . .	Baltimore, Md.
C. H. Prescott . . . . .	Biddeford, Me.
Constant Southworth . . . . .	Portland, Me.
Theodore Gould . . . . .	Portland, Me.
G. H. Weeks . . . . .	Portland, Me.

Term expires third Wednesday in January.

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**Facts Pertaining to Control.**

Date of last meeting of stockholders: January 17, 1912.

Date of last closing of stock books before end of year for which this report is made: June 30, 1912.

Total number of stockholders of record: 139.

Each share of stock has one vote.

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**Road Operated.**
**Line owned:**
**Atlantic Shore Railway—**

Springvale to Cape Porpoise . . . . .	24.28 miles
Kennebunkport to Biddeford . . . . .	10.00
South Berwick to South Berwick Junction . . . . .	4.62
Dover and Eliot Bridge to Ferry Landing . . . . .	9.72
Ferry Landing to Kennebunk . . . . .	31.80
Rosemary to York Corner . . . . .	7.20

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87.62 miles

**Line operated under lease for specified sum:**
**Dover and Eliot Street Railway from Dover to**

Dover and Eliot Bridge . . . . .	2.78
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Total mileage operated . . . . .	90.40 miles
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**Road Leased or Otherwise Assigned for Operation.**
**Dover and Eliot Street Railway from Dover to**
**Dover and Eliot Bridge:**

Atlantic Shore Railway, lessee (single track)	2.78 miles
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## Mileage of Road Operated.

LINE IN USE.	Line owned.	Line operated under lease.	Total.
Miles of single track.....	87.62	2.78	90.40
Miles of sidings and turnouts	4.64	.11	4.75
Total mileage operated (all tracks)....	92.26	2.89	95.15

## Mileage of Line Operated.

(By States.)

STATE.	Line owned.	Line operated under lease.	Total mileage operated.
Maine .....	87.62	....	87.62
New Hampshire .....	....	2.78	2.78
Total mileage operated (single track)....	87.62	2.78	90.40

## Mileage of Line Owned.

(By States.)

Maine (single track) . . . . .	87.62 miles
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## Capital Stock.

Capital stock, common:

Number of shares authorized . . . . .	10,000
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	1,000,000.00
Dividends declared during year . . . . .	None

## Funded

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value author- ized.	Total par value outstand- ing.
	Date of issue	Date of matu- rity.		
Mortgage bonds:				
A. S. L., Consol.....	April 1904	April 1934	\$1,000,000	\$361,500
Sanford & Cape Por- poise Ry. ....	Jan. 1898	Jan. 1928	250,000	246,000
Mousam River R. R..	Dec. 1892	Dec. 1912	100,000	59,000
A. S. L. Ry.....	Jan. 1904	Jan. 1924	125,000	120,000
Portsmouth, Kittery & York St. Ry.....	Mar. 1897	Mar. 1917	200,000	200,000
Portsmouth, Dover & York St. Ry.....	June 1903	June 1923	650,000	450,000
Portsmouth, Dover & York St. Ry. 2d....	Mar. 1905	Apr. 1925	100,000	57,000
Alfred Light & Power Co. ....	July 1905	July 1935	250,000	250,000
A. S. Ry. General Lien	Jan. 1911	.....	150,000	150,000
Income bonds:				
A. S. Ry. Refund....	Jan. 1911	Jan. 1941	2,600,000	641,750
Total .....	.....	.....	\$5,425,000	\$2,535,250

## Debt.

TOTAL PAR VALUE HELD BY RESPONDENT.		Total par value not held by respondent.	INTEREST.		
In treasury.	In sinking or other funds.		Rate —%.	When payable.	Amount accrued during year.
.....	.....	\$361,500	5	Oct.-Apr.	\$18,075.00
.....	\$3,000	243,000	5	Jan.-July	12,150.00
.....	10,000	49,000	6	June-Dec.	2,940.00
.....	.....	120,000	5	Jan.-July	6,000.00
.....	.....	200,000	6	Sept.-Mar.	12,000.00
.....	.....	450,000	4½	June-Dec.	20,250.00
.....	.....	57,000	5	June-Dec.	2,850.00
.....	.....	250,000	5	Jan.-July	12,500.00
\$17,000	.....	133,000	5	Jan.-July	6,650.00
.....	.....	641,750		Oct.-Apr.	.....
\$17,000	\$13,000	\$2,505,250			\$93,415.00

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### Recapitulation of Capitalization.

Capital stock:	
Total par value outstanding . . . . .	\$1,000,000.00
Amount per mile of line . . . . .	11,412.92
Funded debt:	
Total par value outstanding . . . . .	\$2,535,250.00
Amount per mile of line . . . . .	28,934.60
Total par value outstanding . . . . .	\$3,535,250.00
Total amount per mile of line . . . . .	40,347.52
Number of miles, 87.62.	

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### Railway Funded Debt Owned.

(Active Corporations.)

Par value of funded debt owned not held in sinking or other funds:	
Unpledged . . . . .	\$3,000.00
Pledged . . . . .	14,000.00
Valuation of funded debt owned . . . . .	<u>\$17,000.00</u>

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### Current Assets and Liabilities.

Cash and current assets:	
Cash . . . . .	\$5,966.30
Accounts receivable . . . . .	13,739.13
Materials and supplies . . . . .	12,354.36
Prepaid accounts . . . . .	5,428.08
Total—cash and current assets . . . . .	<u>\$37,487.87</u>
Balance—current liabilities . . . . .	943.63
	<u><u>\$38,431.50</u></u>
Current liabilities:	
Loans and notes payable . . . . .	\$6,000.00
Accounts payable . . . . .	32,431.50
Total—current liabilities . . . . .	<u>\$38,431.50</u>

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Power-plant buildings.....		\$225.00		
General office buildings....		112.96		
Shops and car houses.....		268.67		
Sub-station equipment.....			\$6,206.83	
Shop equipment.....		126.94		
Cost of road purchased....			3,400.00	
Total .....	\$3,307,581.11	\$733.57	\$9,606.83	\$3,298,707.85
Equipment .....	\$186,122.11			\$186,122.11
Total .....	\$186,122.11			\$186,122.11
Recapitulation:				
Road .....	\$3,307,581.11	\$733.57	\$9,606.83	\$3,298,707.85
Equipment .....	186,122.11			186,122.11
Total .....	\$3,493,703.22	\$733.57	\$9,606.83	\$3,484,829.96
Cost of road per mile of line (87.62 miles) .....				\$37,647.83
Cost of equipment per mile of line (90.40 miles).....				2,058.87

## Income Account.

Operating revenues . . . . .	\$356,042.76
Operating expenses . . . . .	278,299.28
Net operating revenue . . . . .	\$77,743.48
Deductions from income:	
Taxes . . . . .	\$7,026.98
Interest—	
On funded debt . . . . .	93,415.00
On floating debt . . . . .	363.21
Total deductions . . . . .	100,805.19
Deficit for year . . . . .	\$23,061.71
Deficit at beginning of year . . . . .	30,159.41
Profit or loss adjustment during year:	
Debit—	
Burglaries and bad debts . . . . .	320.33
Deficit at close of year . . . . .	\$53,541.45

Operating Revenues.	
Revenue from transportation:	
Passenger revenue . . . . .	\$298,198.15
Baggage revenue . . . . .	1,068.27
Parlor, chair, and special car revenue . . . . .	2,058.32
Mail revenue . . . . .	5,178.62
Express revenue . . . . .	9,755.38
Freight revenue . . . . .	31,551.82
Miscellaneous transportation revenue . . . . .	1,772.25
Total revenue from transportation . . . . .	\$349,582.81
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$1,000.00
Rents of buildings and other property . . . . .	1,029.04
Power . . . . .	2,730.35
Miscellaneous . . . . .	1,700.56
Total revenue from operations other than transportation . . . . .	6,459.95
Total operating revenues . . . . .	\$356,042.76
Operating Expenses.	
Way and structures:	
Superintendence of way and structures . . . . .	\$1,168.43
Maintenance of roadway and track . . . . .	29,165.01
Other maintenance of way . . . . .	3,277.99
Poles and fixtures . . . . .	547.13
Transmission system . . . . .	155.33
Distribution system . . . . .	2,820.90
Miscellaneous electric line expenses . . . . .	78.37
Buildings and structures . . . . .	2,931.73
Depreciation of way and structures . . . . .	12,000.00
Total—way and structures . . . . .	\$52,144.89
Equipment:	
Superintendence of equipment . . . . .	\$1,588.62
Power-plant equipment . . . . .	1,236.24
Substation equipment . . . . .	198.60
Maintenance of cars and locomotives . . . . .	14,827.83
Maintenance of electric equipment of cars and locomotives . . . . .	9,186.60
Carried forward . . . . .	\$27,037.89

Brought forward . . . . .	\$27,037.89
Miscellaneous equipment expenses . . . . .	886.20
Depreciation of equipment . . . . .	18,000.00
Total—equipment . . . . .	<u>\$45,924.09</u>
Traffic:	
Traffic expenses . . . . .	<u>\$2,044.59</u>
Conducting transportation:	
Superintendence of transportation . . . . .	\$6,046.31
Group I—power—	
Power-plant employees . . . . .	7,254.61
Substation employees . . . . .	4,229.76
Fuel for power . . . . .	12,430.13
Water for power . . . . .	1,964.13
Lubricants for power . . . . .	456.85
Miscellaneous power-plant supplies and ex- penses . . . . .	229.67
Substation supplies and expenses . . . . .	93.48
Power purchased . . . . .	30,944.84
Group II—operation of cars—	
Passenger conductors, motormen, and train- men . . . . .	41,716.97
Freight and express conductors, motormen, and trainmen . . . . .	5,097.55
Miscellaneous car-service employees and ex- penses . . . . .	6,822.26
Station employees and expenses . . . . .	4,597.03
Carhouse employees and expenses . . . . .	6,739.99
Signal, interlocking, telephone, and tele- graph systems . . . . .	499.36
Express and freight collections and delivery	7,256.53
Loss and damage . . . . .	94.62
Other transportation expenses . . . . .	15,645.91
Total—conducting transportation . . . . .	<u>\$152,120.00</u>
General and miscellaneous:	
Salaries and expenses of general officers and general office clerks . . . . .	\$11,320.80
General office supplies and expenses . . . . .	582.72
Law expenses . . . . .	704.00
Miscellaneous general expenses . . . . .	1,476.56
Injuries and damages . . . . .	4,149.34
Insurance . . . . .	6,450.65
Stationery and printing . . . . .	720.38
Store expenses . . . . .	558.76
Rent of equipment . . . . .	102.50
Total—general and miscellaneous . . . . .	<u>\$26,065.71</u>



## Recapitulation of expenses:

Way and structures . . . . .	\$52,144.89
Equipment . . . . .	45,924.09
Traffic . . . . .	2,044.59
Conducting transportation . . . . .	152,120.00
General and miscellaneous . . . . .	26,065.71

Total operating expenses . . . . .	\$278,299.28
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Ratio of operating expenses to operating revenues, 78.16%.

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$3,307,581.11	Cost of road.....	\$3,298,707.85
186,122.11	Cost of equipment.....	186,122.11
.....	Funded debt owned.....	17,000.00
56,041.09	Cash and current assets.....	37,487.87
14,550.00	a/c Mousam River Railroad....	15,233.68
3,177.83	a/c Alfred Light & Power Co...	3,237.83
.....	a/c Sanford & Cape Porpoise Ry.	6,206.83
30,159.41	Deficit .....	53,541.45
\$3,597,631.55	Total .....	\$3,617,537.62
	LIABILITIES.	
\$1,000,000.00	Capital stock, common.....	\$1,000,000.00
2,535,250.00	Funded debt .....	2,535,250.00
40,310.38	Current liabilities .....	38,431.50
	Accrued liabilities:	
	Not yet due—	
96.95	Taxes .....	.....
10,738.75	Interest on funded debt....	10,738.75
11.68	Miscellaneous interest.....	14.58
9.47	Rents .....	26.11
98.39	Miscellaneous .....	129.45
11,115.93	Reserves .....	\$32,947.23
\$3,597,631.55	Total .....	\$3,617,537.62

**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car mileage . . . . .	1,209,623
Freight, mail, and express car mileage . . . . .	121,885
Total car mileage . . . . .	1,331,508
Passenger car hours . . . . .	94,902
Freight, mail, and express car hours . . . . .	20,919
Total car hours . . . . .	115,821
Regular fare passengers carried . . . . .	3,680,123
Revenue transfer passengers carried . . . . .	908,030
Total revenue passengers carried . . . . .	4,588,153
Free transfer passengers carried . . . . .	185,952
Total passengers carried . . . . .	4,774,105
Passenger revenue . . . . .	\$298,198.15
Average fare, revenue passengers . . . . .	.06499
Average fare, all passengers (including transfer passengers) . . . . .	.06246
Total revenue from transportation . . . . .	349,582.81
Revenue from transportation per car mile . . . . .	.26254
Revenue from transportation per car hour . . . . .	3.01830
Total revenue from operations other than transportation . . . . .	6,459.95
Revenue from operations other than transportation per car mile . . . . .	.00485
Revenue from operations other than transportation per car hour . . . . .	.05577
Total operating revenues . . . . .	356,042.76
Operating revenues per car mile . . . . .	.26739
Operating revenues per car hour . . . . .	3.07407
Total operating expenses . . . . .	278,299.28
Operating expenses per car mile . . . . .	.20901
Operating expenses per car hour . . . . .	2.40283

**Employees.****General administration:**

General officers . . . . .	7
General office clerks . . . . .	9

**Maintenance:**

Superintendents . . . . .	4
Other employees . . . . .	99
Carried forward . . . . .	

**Employees.—Concluded.**

Brought forward . . . . .	119
Transportation:	
Superintendents . . . . .	2
Other employees . . . . .	158
Total . . . . .	279
Aggregate salaries and wages paid . . . . .	\$147,104.95

**Description of Equipment.**

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	17	7	24
Open passenger cars.....	24	2	26
Total passenger cars...	41	9	50
Freight cars .....	..	2	2
Mail cars .....	1	..	1
Express cars .....	2	..	2
Combination cars .....	4	2	6
Work cars .....	3	1	4
Snow plows .....	..	7	7
Miscellaneous:			
Single truck side dumps.	..	12	12
Electric locomotives.....	3	..	3
Flat cars .....	..	1	1
Gondola coal cars.....	..	6	6
Ferry boats .....	..	1	1
Steamers .....	..	1	1
Portable substations ....	..	1	1
Total cars of all classes	54	43	97

**Accidents to Persons.**

	Killed.	Injured.	Total.
Passengers .....	..	13	13
Employees .....	1	2	3
Other persons .....	..	1	1
Total .....	1	16	17

# REPORT

OF THE

## BAY STATE STREET RAILWAY COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Bay State Street Railway Company. Organized as the Lynn and Boston Railroad Company; name changed by authority of the Secretary of the Commonwealth of Massachusetts, July 23, 1901, to Boston and Northern Street Railway Company. On August 8, 1911, by authority of the Secretary of the Commonwealth, the name of the company was changed to Bay State Street Railway Company.

Date of organization: April 6, 1859.

Under laws of what government, state, or territory organized? Commonwealth of Massachusetts: chapter 202 of the Acts of 1859.

If a consolidated company, name the constituent companies: North Woburn Street Railroad Company, chartered March 26, 1866, consolidated May 2, 1901; Lynn City Street Railway Company, chartered April 19, 1873, consolidated June 1, 1881; Naumkeag Street Railway Company, chartered February 26, 1875, consolidated September 28, 1892; Gloucester Street Railway Company, chartered December 29, 1885, consolidated February 28, 1900; Lynn Belt Line Street Railway Company, chartered December 7, 1888, consolidated September 28, 1892; Beverly & Danvers Street Railway Company, chartered May 27, 1889, consolidated March 28, 1901; Essex Electric Street Railway Company, chartered January 31, 1890, consolidated September 28, 1892; Lowell, Lawrence & Haverhill Street Railway Company, chartered April 29, 1892, consolidated May 2, 1901; Wakefield & Stoneham Street Railway Company, chartered May 24, 1892, consolidated February 28, 1900; Gloucester & Rockport Street Railway Company, chartered November 21, 1894, consolidated February 26, 1903; Georgetown, Rowley & Ipswich Street Railway Company, chartered June 20, 1899, consolidated September 28, 1906; Lawrence

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& Reading Street Railway Company, chartered April 2, 1900, consolidated June 22, 1903; Middleton & Danvers Street Railway Company, chartered October 9, 1900, consolidated June 22, 1903; Lowell & Woburn Street Railway Company, chartered March 20, 1905, consolidated September 28, 1906; Old Colony Street Railway Company, chartered December 28, 1880, consolidated July 1, 1911. All consolidated under the authority of the General Laws and approval of State Board of Railroad Commissioners.

Not a reorganized company.

### Principal Officers.

Chairman of the Board . . . . .	Gordon Abbott . . . . .	Boston, Mass.
President . . . . .	Patrick F. Sullivan . . . . .	Boston, Mass.
Vice-President . . . . .	Robert S. Goff . . . . .	Boston, Mass.
Vice-President . . . . .	Horace B. Rogers . . . . .	Boston, Mass.
Vice-President . . . . .	Charles R. Rockwell . . . . .	Boston, Mass.
Clerk of Corporation . . . . .	Charles Williams . . . . .	Lynn, Mass.
Treasurer . . . . .	Charles R. Rockwell . . . . .	Boston, Mass.
General Counsel . . . . .	Warren, Garfield, Whitide & Lamson . . . . .	Boston, Mass.
General Auditor . . . . .	Herbert H. Read . . . . .	Boston, Mass.
General Manager . . . . .	Robert S. Goff . . . . .	Boston, Mass.
Assistant General Manager . . . . .	Henry E. Reynolds . . . . .	Boston, Mass.
Superintendent Motive Power and Machinery . . . . .	Charles F. Bancroft . . . . .	Boston, Mass.
Electrical Engineer . . . . .	George W. Palmer, Jr. . . . .	Boston, Mass.
Roadmaster . . . . .	David Curtin . . . . .	Boston, Mass.
General Claim Agent . . . . .	William O. Rice . . . . .	Boston, Mass.
General Express Agent . . . . .	George Dunford . . . . .	Brockton, Mass.
General Superintendent, Div. No. 1, North . . . . .	George H. Gray . . . . .	Lynn, Mass.
General Superintendent, Div. No. 2, North . . . . .	Thomas Lees . . . . .	Lowell, Mass.
General Superintendent, Div. No. 1, South . . . . .	John T. Conway . . . . .	Brockton, Mass.
General Superintendent, Div. No. 2, South . . . . .	George F. Seibel . . . . .	Taunton, Mass.

### Directors.

Patrick F. Sullivan . . . . .	Lowell, Mass.
Robert S. Goff . . . . .	Fall River, Mass.
John H. Cunningham . . . . .	Boston, Mass.
John S. Bartlett . . . . .	Lynn, Mass.
Percy Parker . . . . .	Lowell, Mass.
Charles E. Cotting . . . . .	Boston, Mass.
Charles F. Adams, 2d . . . . .	Boston, Mass.
Bradford D. Davol . . . . .	Fall River, Mass.
Frederick S. Hall . . . . .	Taunton, Mass.
John P. Morse . . . . .	Brockton, Mass.
Gordon Abbott . . . . .	Boston, Mass.
Philip Dexter . . . . .	Boston, Mass.
Philip L. Saltonstall . . . . .	Milton, Mass.
Galen L. Stone . . . . .	Brookline, Mass.

Date of expiration of term: September 26, 1912.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
October 26, 1911.

Total number of stockholders of record: 392.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

Name of individual, association, or corporation, as trustee, which controlled the respondent on June 30, 1912: Massachusetts Electric Companies.

Name of the beneficiary or beneficiaries for whom the trust was maintained: its shareholders.

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### Road Operated.

Line owned:

Bay State Street Railway Company—

Lines in Eastern Massachusetts . . . . .	691.83 miles
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Line operated under lease for specified sum:

Boston and Chelsea Railroad Co.,

From Chelsea, Mass., to Boston, Mass. . . . .	2.18
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Boston and Revere Electric St. Ry. Co.,

From Revere, Mass., to Boston, Mass. . . . .	1.46
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East Middlesex Street Ry. Co.,

From Woburn, Mass., to Revere and Saugus, Mass. . . . .	16.01
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Winnisimmet Railroad Co.,

Lines in Chelsea, Mass. . . . .	1.04
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Nashua Street Railway,

Mass.—N. H. state line to Nashua, N. H. (including Nashua city lines) . . . . .	14.61
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Newport and Fall River St. Ry. Co.,

Mass.—R. I. state line to Newport, R. I. (including Newport city lines) . . . . .	18.59
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53.89

Line operated under trackage rights:

Boston Elevated Railway Co.,

In Boston, Chelsea, Everett & Malden, Mass. . . . .	5.37
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Carried forward . . . . .	5.37
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745.72 miles

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**Road Operated. —Concluded.**

Brought forward . . . . .	5.37	745.72 miles
Citizens' Electric Street Railway Co., In Newburyport, Mass. . . . .	.31	
General Electric Company, In Lynn, Mass. . . . .	1.14	
Haverhill & Amesbury St. Ry. Co., In Haverhill, Mass. . . . .	.65	
Haverhill & So. New Hampshire St. Ry. Co., In Haverhill, Mass. . . . .	.23	
Newport & Providence St. Ry. Co., In Newport, R. I. . . . .	1.06	
Fore River Shipbuilding Co., In Quincy, Mass. . . . .	.25	
		9.01
Total mileage operated . . . . .		754.73 miles

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**Mileage of Road Operated.**


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LINE IN USE.	Line owned.	Line operated under lease.	Line operated under trackage rights.	Total mileage operated.
Miles of single track..	691.83	53.89	9.01	754.73
Miles of second track	109.94	9.20	3.24	122.38
Miles of sidings and turnouts .....	33.45	2.44	.06	35.95
Miles in car houses, yards, and gravel pits	26.88	1.85	.....	28.73
Total mileage operated (all tracks)..	862.10	67.38	12.31	941.79

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## Mileage of Line Operated.

STATE.	Line owned.	Line operated under lease.	Line operated under trackage rights.	Total mileage operated.
Massachusetts .....	691.83	20.69	7.95	720.47
New Hampshire .....		14.61	.....	14.61
Rhode Island .....		18.59	1.06	19.65
Total mileage operated (single track) ..	691.83	53.89	9.01	754.73

## Mileage of Line Owned.

(By States.)

Massachusetts (single track)..... 705.68 miles

Includes 13.74 miles in Boston, Mass., (West Roxbury District) and .11 miles in Lowell, Mass., disconnected and not operated.

## Road Acquired Through Lease or Other Agreement.

Boston and Chelsea Railroad Co. . . . . 2.18 miles

Date of lease, October 1, 1880. Term, October 1, 1880, to October 1, 1979. Provisions: 6% annually on capital stock, all taxes and assessments on property or capital stock, and expenses maintaining organization.

Boston and Revere Electric St. Ry. Co. . . . . 1.86 miles

Date of lease, July 1, 1895. Term, July 1, 1895, to July 1, 1994. Provisions: 5% annually on capital stock, interest on bonds, all taxes and assessments on property, franchises, capital stock and revenues.

Road Acquired Through Lease or Other Agreement.— <i>Concluded.</i>	
East Middlesex St. Ry. Co. . . . .	16.01 miles
Date of lease, May 1, 1893. Term, May 1, 1893, to May 1, 1992. Provisions: \$30,000 per annum, interest on bonds, all taxes on property, and \$500 for maintenance of organization.	
Nashua Street Railway . . . . .	14.61 miles
Date of lease, July 1, 1900. Term, July 1, 1900, to July 1, 1999. Provisions: 6% annually on capital stock, interest on bonds, all taxes and assessments, and \$500 for maintenance of organization.	
Winnisimmet Railroad Co. . . . .	1.04 miles
Date of lease, January 1, 1880. Term, January 1, 1880, to January 1, 1879. Provisions: 6% annually on capital stock, all taxes and assessments and all expenses so as to leave the whole of the 6% for the payment of semi-annual dividends.	
Newport and Fall River St. Ry. Co. . . . .	18.59 miles
Date of lease, July 1, 1901. Term, July 1, 1901, to July 1, 2000. Provisions: 6% on capital stock, interest on bonds, all taxes, and \$1,000 for organization expenses.	
Road Assigned to Another Carrier Through Lease or Other Agreement.	
Boston Elevated Railway Co. . . . .	13.74 miles
Lines in the city of Boston (West Roxbury District). Date of lease, July 1, 1903. Term, July 1, 1903, to July 1, 2002. Provisions: $6\frac{1}{8}\%$ per annum on replacement value of property. 4% per annum on betterments. All taxes.	
Boston Elevated Railway Co. . . . .	.40 miles
From junction of Bennington and Saratoga streets, Boston, to junction of Bennington & Gladstone streets, Boston (East Boston District). Date of lease, September 1, 1907. Terms: cancelled on ten days' notice. Provisions: 5% per annum on replacement value.	

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**Memorandum re Interest on Bonds of the Boston & Northern  
Street Railway Company and the Old Colony Street  
Railway Company.**

In order to provide funds for the payment at their maturities of various underlying bonds falling due between March 1st and July 1st, 1912, there were sold in January and February, 1912, receipts calling for future delivery of the 4% bonds of the Boston & Northern and Old Colony Street Railway Companies.

These receipts were sold as follows:

- Jan. 11, receipts for \$200,000. Old Colony bonds deliverable April 10.
- Jan. 29, receipts for \$465,000. Old Colony bonds deliverable April 10.
- Feb. 5, receipts for \$200,000. Boston & Northern bonds deliverable March 10.
- Feb. 5, receipts for \$35,000. Boston & Northern bonds deliverable June 10.
- Feb. 9, receipts for \$550,000. Old Colony bonds deliverable July 10.

All bonds covered by these receipts were to carry the coupon of July 1, 1912, except the \$550,000 Old Colony bonds, deliverable July 10, which were to carry no coupon prior to January 1, 1913. All receipts were sold with interest accrued since January 1, 1912, with the exception of the \$550,000 Old Colony bonds, which carried interest from date of sale.

The interest on all of these receipts is included in "Interest on Funded Debt."

In addition to the above, there was also included in the charges to "Interest on Funded Debt" interest on the par value of certain Old Colony bonds borrowed as follows:

- From January 2 to May 2, on \$75,000 bonds.
  - From May 2 to June 30, on \$25,000 bonds.
-

## Funded

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value author- ized.	Total par value outstand- ing.
	Date of issue.	Date of matur- ity.		
Mortgage bonds:				
Lowell & Suburban St. Ry. Co. (First mortgage) .....	Dec. 1, 1891	Dec. 1, 1911	\$1,000,000.00	.....
Globe Street Railway Co. (First mortgage) .....	April 1, 1892	April 1, 1912	750,000.00	.....
Taunton Street Railway Co. (First mortgage) .....	Jan. 1, 1894	Jan. 1, 1914	350,000.00	\$350,000.00
Norfolk Suburban Street Ry. Co. (First mortgage) .....	July 1, 1894	July 1, 1914	75,000.00	47,000.00
Braintree Street Railway Co. (First mortgage) .....	July 25, 1894	July 25, 1914	35,000.00	35,000.00
Wakefield & Stoneham St. Ry. Co. (First mortgage gold).....	Mar. 1, 1895	Mar. 1, 1915	150,000.00	150,000.00
Rockland & Abington St. Ry. Co. (First mortgage gold).....	May 1, 1895	May 1, 1915	100,000.00	100,000.00
Dighton, Somerset & Swansea St. Ry. Co. (First mortgage) .....	June 15, 1896	Dec. 1, 1915	125,000.00	78,000.00
West Roxbury & Roslindale St. Ry. Co. (First mortgage) .....	Sept. 1, 1896	Sept. 1, 1916	150,000.00	122,500.00
Gloucester, Essex & Beverly St. Ry. Co. (First mortgage gold).....	Dec. 1, 1896	Dec. 1, 1916	125,000.00	125,000.00
Braintree & Weymouth St. Ry. Co. (First mortgage) .....	Mar. 1, 1897	Mar. 1, 1917	100,000.00	80,000.00
Taunton & Brockton St. Ry. Co. (First mortgage) .....	Aug. 1, 1897	Aug. 1, 1917	100,000.00	100,000.00
Brockton, Bridgewater & Taun- ton St. Ry. Co. (First mortgage gold).....	Aug. 1, 1897	Aug. 1, 1917	200,000.00	200,000.00
Bridgewater, Whitman & Rock- land St. Ry. Co. (First mortgage) .....	Nov. 1, 1897	Nov. 1, 1917	85,000.00	85,000.00
Brockton & East Bridgewater St. Ry. Co. (First mortgage gold).....	Feb. 1, 1898	Feb. 1, 1918	30,000.00	30,000.00
Norfolk Central Street Ry. Co. (First mortgage gold).....	July 1, 1898	July 1, 1918	100,000.00	35,000.00
Carried forward .....	.....	.....	.....	\$1,537,500.00

## Debt.

Total par value held by respondent cor- poration.		Total par value not held by respondent corporation.	INTEREST.			
In treas- ury.	In sinking or other funds.		Rate.	When pay- able.	Amount accrued during the year.	Amount paid during the year.
.....	.....	.....	5%	June Dec.	\$20,833.35	\$25,000.00
.....	.....	.....	5%	Apr. Oct.	28,125.00	37,500.00
.....	.....	\$350,000.00	5%	Jan. July	17,500.00	17,500.00
.....	.....	47,000.00	5%	Jan. July	2,450.00	2,450.00
.....	.....	35,000.00	6%	Jan. July	2,100.00	2,100.00
.....	.....	150,000.00	5%	Mar. Sept.	7,500.00	7,500.00
.....	.....	100,000.00	6%	May Nov.	6,000.00	6,000.00
.....	.....	78,000.00	5%	June Dec.	3,900.00	3,900.00
.....	.....	122,500.00	5%	Mar. Sept.	6,145.85	6,187.50
.....	.....	125,000.00	5%	June Dec.	6,250.00	6,250.00
.....	.....	80,000.00	5%	Mar. Sept.	3,999.98	4,000.00
.....	.....	100,000.00	5%	Feb. Aug.	5,000.00	5,000.00
.....	.....	200,000.00	5%	Feb. Aug.	9,999.99	10,000.00
.....	.....	85,000.00	5%	May Nov.	4,249.99	4,250.00
.....	.....	30,000.00	5%	Feb. Aug.	1,500.00	1,500.00
.....	.....	35,000.00	5%	Jan. July	1,875.00	1,875.00
.....	.....	\$1,537,500.00	...	....	\$127,429.16	\$141,012.50

## Funded

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value author- ized.	Total par value outstand- ing.
	Date of issue.	Date of matur- ity.		
Brought forward .....	....	....	.....	\$1,537,500.00
Mortgage bonds:				
Providence & Taunton St. Ry. Co. (First mortgage gold).....	Sept. 1, 1898	Sept. 1, 1913	\$200,000.00	\$150,000.00
Mystic Valley Street Railway Co. (First mortgage) .....	Jan. 1, 1899	Jan. 1, 1919	60,000.00	60,000.00
Haverhill, Georgetown & Danvers St. Ry. Co. (First mortgage) .....	Mar. 1, 1899	Mar. 1, 1919	35,000.00	35,000.00
Boston, Milton & Brockton St. Ry. Co. (First mortgage) .....	July 1, 1899	July 1, 1919	100,000.00	100,000.00
South Shore & Boston St. Ry. Co. (First mortgage gold).....	Aug. 1, 1899	Aug. 1, 1919	1,000,000.00	335,000.00
New Bedford, Middleboro & Brockton St. Ry. Co. (First mortgage gold).....	Jan. 1, 1900	Jan. 1, 1920	325,000.00	325,000.00
Georgetown, Rowley & Ipswich St. Ry. Co. (First mortgage) .....	June 1, 1900	June 1, 1920	180,000.00	180,000.00
Lowell, Lawrence & Haverhill St. Ry. Co. (First mortgage) .....	June 1, 1893	June 1, 1923	1,900,000.00	802,000.00
Brockton Street Railway Co. (First mortgage) .....	Oct. 1, 1894	Oct. 1, 1924	750,000.00	689,000.00
Lynn & Boston Railroad Co. (First mortgage gold).....	Dec. 1, 1894	Dec. 1, 1924	5,379,000.00	3,723,000.00
People's Street Railway Co. (First mortgage) .....	Jan. 1, 1898	Jan. 1, 1928	64,000.00	64,000.00
Boston & Northern Street Ry. Co. (First mortgage refunding gold)	July 1, 1904	July 1, 1954	15,000,000.00	6,875,000.00
Old Colony Street Railway Co. (First mortgage refunding gold)	July 1, 1904	July 1, 1954	10,000,000.00	4,587,000.00
Debenture bonds:				
Brockton Street Railway Co.....	Jan. 1, 1892	Jan. 1, 1912	300,000.00	.....
Lynn & Boston Railroad Co.....	Mar. 1, 1892	Mar. 1, 1912	275,000.00	.....
Globe Street Railway Co.....	July 1, 1892	July 1, 1912	550,000.00	.....
Taunton Street Railway Co.....	Mar. 1, 1894	Mar. 1, 1914	200,000.00	200,000.00
Gloucester & Rockport St. Ry. Co. (Coupon notes) .....	Feb. 1, 1895	Feb. 1, 1915	10,000.00	10,000.00
Carried forward .....	....	....	.....	\$19,672,500.00

Debt. — *Continued.*

Total par value held by respondent cor- poration.		Total par value not held by respondent corporation.	INTEREST.			
In treas- ury.	In sinking or other funds.		Rate.	When pay- able.	Amount accrued during the year.	Amount paid during the year.
.....	.....	\$1,537,500.00	...	....	\$127,429.16	\$141,012.50
.....	.....	\$150,000.00	5%	Mar. Sept.	7,500.00	7,500.00
.....	.....	60,000.00	5%	Jan. July	3,000.00	3,000.00
.....	.....	35,000.00	5%	Mar. Sept.	1,749.92	1,750.00
.....	.....	100,000.00	5%	Jan. July	5,000.00	5,000.00
.....	.....	335,000.00	5%	Feb. Aug.	16,750.00	16,750.00
.....	.....	325,000.00	5%	Jan. July	16,250.00	16,250.00
.....	.....	180,000.00	5%	June Dec.	9,000.00	9,000.00
.....	.....	802,000.00	5%	June Dec.	41,366.66	41,483.33
.....	.....	689,000.00	5%	Apr. Oct.	34,450.01	34,450.00
.....	.....	3,723,000.00	5%	June Dec.	186,150.00	186,150.00
.....	.....	64,000.00	5%	Jan. July	3,200.00	3,200.00
.....	\$18,000.00	6,857,000.00	4%	Jan. July	249,287.77	249,287.77
.....	43,000.00	4,544,000.00	4%	Jan. July	176,075.67	176,075.67
.....	.....	.....	5%	Jan. July	375.00	375.00
.....	.....	.....	5%	Mar. Sept.	6,200.00	9,300.00
.....	.....	.....	5%	Jan. July	27,500.00	27,500.00
.....	.....	200,000.00	5%	Mar. Sept.	9,999.99	10,000.00
.....	.....	10,000.00	6%	Feb. Aug.	600.00	600.00
.....	\$61,000.00	\$19,611,500.00	...	....	\$921,884.18	\$938,684.27



## Funded

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value author- ized.	Total par value outstand- ing.
	Date of issue.	Date of matur- ity.		
Brought forward .....	....	....	.....	\$19,672,500.00
Debenture bonds:				
Rockport Street Railway Co. (Coupon notes) .....	Oct. 15, 1896	Oct. 15, 1916	\$12,500.00	12,500.00
Lynn & Boston Railroad Co. (Coupon notes) .....	April 1, 1897	April 1, 1917	1,250,000.00	405,000.00
Total .....				\$20,090,000.00

Debt.—*Concluded.*

Total par value held by respondent cor- poration.			INTEREST.			
In treas- ury.	In sinking or other funds.	Total par value not held by respondent corporation.	Rate.	When pay- able.	Amount accrued during the year.	Amount paid during the year.
.....	\$61,000.00	\$19,611,500.00	...	....	\$921,884.18	\$938,684.27
.....	.....	12,500.00	6%	Apr. Oct.	750.00	750.00
.....	.....	405,000.00	6%	Apr. Oct.	24,300.00	24,300.00
.....	\$61,000.00	\$20,029,000.00			\$946,934.18	\$963,734.27

## Capital Stock.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding and not held.	DIVIDENDS DECLARED DURING THE YEAR.	
					Rate.	Amount.
Common .....	190,473	\$100	\$19,047,300	\$19,047,300	5%	\$952,365.00
First preferred .....	20,886	100	2,088,600	2,088,600	6%	125,316.00
Total .....	211,359		\$21,135,900	\$21,135,900		\$1,077,681.00

## Funded Debt.

KIND OF BOND OR OBLIGATION.	Total par value outstanding.	Total par value held in sinking or other funds.	Total par value not held.	INTEREST.	
				Amount accrued during the year.	Amount paid during the year.
Mortgage bonds .....	\$19,462,500	\$61,000	\$19,401,500	\$577,209.19	\$890,909.27
Plain bonds, debentures, and notes .....	627,500	.....	627,500	69,724.99	72,825.00
Total .....	\$20,090,000	\$61,000	\$20,029,000	\$946,934.18	\$963,734.27

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**Recapitulation of Capitalization.**

Capital stock:	
Total par value outstanding . . . . .	\$21,135,900.00
Amount per mile of line . . . . .	29,951.11
Funded debt:	
Total par value outstanding . . . . .	20,090,000.00
Amount per mile of line . . . . .	28,468.99
Total par value outstanding . . . . .	41,225,900.00
Total amount per mile of line . . . . .	58,420.10
Number of miles, 705.68.	

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**Current Assets and Liabilities.**

Current assets:	
Cash . . . . .	\$422,598.64
Accounts receivable . . . . .	173,166.33
Materials and supplies . . . . .	947,741.53
Prepaid accounts . . . . .	135,762.88
Coupon deposits . . . . .	301,927.50
Deposits for redemption of bonds . . . . .	536,500.00
Total—cash and current assets . . . . .	\$2,517,696.88
Balance—current liabilities . . . . .	2,671,570.16
Total . . . . .	\$5,189,267.04
Current liabilities:	
Loans and notes payable . . . . .	\$3,970,000.00
Accounts payable . . . . .	314,154.00
Matured interest on funded debt unpaid . . . . .	301,927.50
Tickets outstanding . . . . .	49,924.54
Employees' deposits . . . . .	16,043.50
Customers' deposits . . . . .	717.50
Bonds matured—not presented for payment . . . . .	536,500.00
Total . . . . .	\$5,189,267.04

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**Security for Funded Debt.**

Under the terms of the original Indentures of Trust, dated July 1, 1904, and the supplementary Indentures of Trust, dated June 30, 1911, the Refunding First Mortgages of the Boston & Northern Street Railway Company and Old Colony Street Railway Company are a lien on all the railways, equipment and franchises and other property, both real and personal, owned June 30, 1911, subject to the prior mortgages of consolidated companies.

## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Engineering and su- perintendence .....		\$1,938.18	.....	.....
Right of way .....		639.16	.....	.....
Other land used in electric railway oper- ations .....		86,588.13	\$2,640.25	.....
Grading .....		7,014.91	.....	.....
Ballast .....		4,397.66	.....	.....
Ties .....		7,889.22	.....	.....
Rails, rail fastenings, and joints .....		17,107.72	.....	.....
Special work .....		7,827.36	.....	.....
Paving .....		4,153.46	.....	.....
Track laying and sur- facing .....		19,315.73	.....	.....
Roadway tools .....		23.75	.....	.....
Bridges, trestles, and culverts .....		525.41	.....	.....
Crossings, fences, cat- tle guards, and signs .....		6,327.12	.....	.....
Interlocking and other signal apparatus .....		1,157.64	.....	.....
Telegraph and tele- phone lines .....		1,936.98	.....	.....
Poles and fixtures .....		10,871.97	399.00	.....
Underground conduits .....		939.72	.....	.....
Transmission system .....		7,118.09	.....	.....
Distribution system .....		70,438.53	.....	.....
Power-plant buildings .....		70,093.40	.....	.....
Shops and carhouses .....		11,087.14	1,668.64	.....
Stations, waiting rooms, and miscel- laneous buildings .....		15,303.53	395.00	.....
Power-plant equipment .....		325,230.29	1,350.00	.....
Substation equipment .....		1,148.15	.....	.....
Park and resort prop- erty .....		7.43	1,006.00	.....
Property of Old Colony Street Railway Co. ....		13,794,697.04	.....	.....
Total .....	\$19,198,245.39	*\$14,473,777.72	\$7,458.89	\$33,664,564.22

\*See Note, page 557.

Expenditures for Road, Equipment, Etc.—*Continued.*

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Equipment:				
Cars .....		\$46,310.57	.....	.....
Electric equipment of cars .....		74,770.81	.....	.....
Other rail equipment .....		2,384.90	.....	.....
Miscellaneous equip- ment .....		11,163.05	.....	.....
Property of Old Colony Street Railway Co. ....		3,066,451.29	.....	.....
Total .....	\$5,861,416.93	*3,201,680.62	.....	\$9,062,497.55
General Expenditures:				
Miscellaneous .....		\$8,633.06	.....	.....
Property of Old Colony Street Railway Co. ....		207,723.54	.....	.....
Total .....	\$243,901.32	†216,356.60	.....	\$460,257.92
Recapitulation:				
Road .....	\$19,198,245.39	\$14,473,777.72	\$7,458.89	\$33,664,564.22
Equipment .....	5,861,416.93	3,201,080.62	.....	9,062,497.55
General expenditures ..	243,901.32	216,356.60	.....	460,257.92
Total .....	\$25,303,563.64	\$17,891,214.94	\$7,458.89	\$43,187,319.69
Cost of road per mile of line .....				\$47,705.14
Cost of equipment per mile of line .....				12,842.22
General expenditures per mile of line .....				652.22
Total per mile of line .....				\$61,199.58

## NOTE—

ROAD: Total costs to June 30, 1911, as carried on books of  
Boston & Northern Street Railway Company..... \$19,198,245.39  
Additions during year:  
Total cost to June 30, 1911, as carried  
on books of Old Colony Street Rail-  
way Company ..... \$13,794,697.04  
Additions July 1, 1911, to June 30, 1912 679,080.68  
14,473,777.72  
Deductions July 1, 1911, to June 30, 1912..... 7,458.89  
Total cost to June 30, 1912..... \$33,664,564.22

\*EQUIPMENT: Total cost to June 30, 1911, as carried on books  
of Boston & Northern Street Railway Company... \$5,861,416.93  
Additions during year:  
Total cost to June 30, 1911, as carried  
on books of Old Colony Street Rail-  
way Company ..... \$3,066,451.29  
Additions July 1, 1911, to June 30, 1912 134,629.33  
3,201,080.62  
Total cost to June 30, 1912..... \$9,062,497.55

†See Note, page 558.

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**Expenditures for Road, Equipment, Etc.—*Concluded.***

GENERAL EXPENDITURES: Total cost to June 30, 1911, as carried on books of Boston & Northern Street Rail- way Company .....		\$243,901.32
Additions during year:		
Total cost to June 30, 1911, as carried on books of Old Colony Street Rail- way Company .....		\$207,723.54
Additions July 1, 1911, to June 30, 1912 .....		8,633.08
		<hr/> 216,356.60
Total cost to June 30, 1912.....		<hr/> \$460,257.92

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Expenditures for Road, Equipment, Etc.  
Leased Line.

ACCOUNT.	Balance June 30, 1911.	Additions or deductions during year.	Total cost to June 30, 1912.
Road:			
Engineering and superin- tendence .....		\$197.06	.....
Right of way .....		26.75	.....
Other land used in electric railway operations.....		4.62	.....
Grading .....		886.44	.....
Ballast .....		111.13	.....
Ties .....		864.87	.....
Rails, rail fastenings, and joints .....		2,763.04	.....
Special work .....		1,176.75	.....
Paving .....		<i>740.60</i>	.....
		<i>3,274.39</i>	.....
Track laying and surfacing .....		1,005.82	.....
Roadway tools .....		11.40	.....
Interlocking and other sig- nal apparatus.....		294.91	.....
Poles and fixtures.....		1,387.27	.....
Underground conduits.....		586.70	.....
Distribution system.....		11,236.16	.....
Stations, waiting rooms, and miscellaneous buildings..		1,594.38	.....
Total .....		\$23,507.69	.....
General expenditures:			
Law expenses .....		\$117.00	.....
Total .....		\$117.00	.....
Recapitulation:			
Road .....		\$23,507.69	.....
General expenditures.....		117.00	.....
Total .....	\$5,912.67*	\$23,624.69	\$29,537.36

*Balance of Boston & Northern St. Ry. Co. June 30, 1911.....	\$3,100.76
Balance of Old Colony St. Ry. Co., June 30, 1911, taken over by Boston & Northern St. Ry. Co. July 1, 1911.....	2,811.91
Total .....	\$5,912.67

Figures in italics indicate credits.

Income Account.			
Operating income:			
Operating revenues	.	.	\$8,877,943.20
Operating expenses	.	.	5,750,051.86
			<hr/>
Net operating revenue	.	.	\$3,127,891.34
Miscellaneous income:			
Interest on deposits	.	.	\$17,956.11
Rents of leased lines	.	.	50,434.75
Other miscellaneous income:			
Net operating revenue—			
illuminating depart-			
ment	.	.	\$112,463.38
Investment real estate,			
net	.	.	1,046.86
			<hr/>
			113,510.24
			<hr/>
Total miscellaneous income	.	.	181,901.10
			<hr/>
Total net revenue	.	.	\$3,309,792.44
Deductions from income:			
Taxes—			
Federal income	.	.	\$26,748.20
On real and personal			
property	.	.	102,927.33
On capital stock	.	.	193,360.19
On earnings	.	.	178,527.31
Miscellaneous	.	.	13,374.34
			<hr/>
			\$514,937.37
Interest—			
On funded debt	.	.	\$946,934.18
On floating debt	.	.	149,792.52
			<hr/>
			1,096,726.70
Rents of leased lines	.	.	220,315.11
Other deductions from income:			
Sinking funds Boston &			
Northern St. Ry. Co.			
and Old Colony St. Ry.			
Co. bonds	.	.	\$6,750.00
Discount on Boston &			
Northern St. Ry. Co.			
and Old Colony St. Ry.			
Co. bonds	.	.	1,210.00
Discount on Newport			
and Fall River St. Ry.			
Co. bonds	.	.	389.64
			<hr/>
			8,349.64
			<hr/>
Total deductions	.	.	\$1,840,328.82
			<hr/>
Net income	.	.	\$1,469,463.62
			(Carried forward)

**Income Account.—Concluded.**

Brought forward . . . . .		\$1,469,463.62
Disposition of net income:		
Dividends, 6% on \$2,088,600 preferred stock . . . . .	\$125,316.00	
Dividends, 5% on \$19,047,300 common stock . . . . .	952,365.00	
		<u>1,077,681.00</u>
Surplus for year . . . . .		\$391,782.62
Surplus at beginning of year . . . . .		<u>125,186.00</u>
		\$516,968.62
Profit or loss adjustments during year:		
Credits—		
Surplus of Old Colony St. Ry. Co., June 30, 1911 . . . . .	\$83,756.71	
Unclaimed wages . . . . .	1,773.45	
Adjustment of accounts . . . . .	974.89	
		<u>\$86,505.05</u>
Debits—		
Reconstruction written off . . . . .	\$362,361.13	
Property burned or sold . . . . .	19,365.08	
Preliminary engineering . . . . .	7,289.30	
Premiums on bonds called for redemption . . . . .	1,597.50	
		<u>390,613.01</u>
		\$304,107.96
Surplus at close of year . . . . .		<u>\$212,860.66</u>

**Operating Revenues.**

Revenue from transportation:		
Passenger revenue . . . . .		\$8,554,554.99
Parlor, chair, and special car revenue . . . . .		50,980.20
Mail revenue . . . . .		6,380.06
Express revenue . . . . .		123,580.23
Milk revenue . . . . .		3,023.85
Miscellaneous transportation revenue . . . . .		<u>1,497.99</u>
Total revenue from transportation . . . . .		\$8,740,017.32
Revenue from operations other than transportation:		
Station and car privileges . . . . .	\$34,052.18	
Rents of tracks and terminals . . . . .	56,569.47	
Rents of equipment . . . . .	4,284.68	
		<u>\$94,906.33</u>
Carried forward . . . . .		8,740,017.32

Operating Revenues.— <i>Concluded.</i>		
Brought forward . . . . .	\$94,906.33	\$8,740,017.32
Rents of buildings and other property . . . . .	14,629.60	
Power . . . . .	28,325.98	
Miscellaneous . . . . .	63.97	
Total revenue from operations other than transportation . . . . .		137,925.88
Total operating revenues . . . . .		\$8,877,943.20
Operating Expenses.		
Way and structures:		
Superintendence of way and structures . . . . .	\$62,505.37	
Ballast . . . . .	4,320.95	
Ties . . . . .	36,253.98	
Rails . . . . .	12,178.32	
Rail fastenings and joints . . . . .	22,680.66	
Special work . . . . .	40,758.47	
Roadway and track labor . . . . .	148,608.77	
Paving . . . . .	13,599.36	
Miscellaneous roadway and track expenses . . . . .	22,418.42	
Cleaning and sanding track . . . . .	62,916.04	
Removal of snow, ice, and sand . . . . .	60,000.00	
Bridges, trestles, and culverts . . . . .	9,697.01	
Crossings, fences, cattle guards, and signs . . . . .	2,156.61	
Signal and interlocking systems . . . . .	8,523.11	
Telephone and telegraph systems . . . . .	8,891.58	
Other miscellaneous way expenses . . . . .	2,941.91	
Poles and fixtures . . . . .	39,036.63	
Underground conduits . . . . .	338.48	
Transmission system . . . . .	6,997.25	
Distribution system . . . . .	88,797.45	
Miscellaneous electric line expenses . . . . .	6,698.96	
Buildings and structures . . . . .	67,158.88	
Other operations—Dr. . . . .	1,821.61	
Total—way and structures . . . . .		\$729,299.82
Equipment:		
Superintendence of equipment . . . . .	\$29,528.24	
Power-plant equipment . . . . .	67,162.92	
Substation equipment . . . . .	456.94	
Passenger and combination cars . . . . .	319,749.00	
Freight, express, and mail cars . . . . .	2,426.19	
Service cars . . . . .	19,860.95	
Electric equipment of cars . . . . .	291,264.05	
Shop machinery and tools . . . . .	9,801.47	
Shop expenses . . . . .	22,825.40	
Horses and vehicles . . . . .	15,497.49	
Other miscellaneous equipment expenses . . . . .	16.06	
Other operations—Dr. . . . .	1,504.73	
Total—equipment . . . . .		\$780,093.44

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 Operating Expenses.—*Continued.*

## Traffic:

Superintendence and solicitation . . . .	\$10,922.13
Advertising . . . . .	73,476.43
Miscellaneous traffic expenses . . . . .	299.83
Total—traffic . . . . .	<u>\$84,698.39</u>

## Conducting transportation:

Superintendence of transportation . . . .	\$109,610.41
Group I—power—	
Power-plant employees . . . . .	156,238.28
Substation employees . . . . .	16,151.27
Fuel for power . . . . .	485,436.32
Water for power . . . . .	21,787.71
Lubricants for power . . . . .	9,754.97
Miscellaneous power-plant supplies and ex- penses . . . . .	16,179.22
Substation supplies and expenses . . . .	837.30
Power purchased . . . . .	48,721.01
Power exchanged—balance . . . . .	822.07
Other operations—Dr. . . . .	4,669.14

## Group II—operation of cars—

Passenger conductors, motormen, and train- men . . . . .	1,802,819.56
Freight and express conductors, motormen, and trainmen . . . . .	22,036.35
Miscellaneous car-service employees . . .	19,456.27
Miscellaneous car-service expenses . . .	124,565.65
Station employees . . . . .	12,054.69
Station expenses . . . . .	21,159.75
Carhouse employees . . . . .	183,161.67
Carhouse expenses . . . . .	39,837.16
Express and freight collections and delivery	34,919.81
Loss and damage . . . . .	740.77
Other transportation expenses . . . . .	9,407.08

Total—conducting transportation . . .	<u>\$3,140,366.46</u>
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## General and miscellaneous:

Salaries and expenses of general officers .	\$103,807.40
Salaries and expenses of general office clerks .	95,542.68
General office supplies and expenses . .	32,439.22
Law expenses . . . . .	74,023.46
Miscellaneous general expenses . . . . .	48,197.32
Injuries and damages . . . . .	430,276.75
Insurance . . . . .	61,906.22
Stationery and printing . . . . .	34,296.78
Store expenses . . . . .	31,095.90
Stable expenses . . . . .	17,655.83
Rent of tracks and terminals . . . . .	80,452.00
Rent of equipment . . . . .	5,900.19

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 \$1,015,593.75
 

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### Operating Expenses.—*Concluded.*

#### Recapitulation of expenses:

Way and structures . . . . .	\$729,299.82
Equipment . . . . .	780,093.44
Traffic . . . . .	84,698.39
Conducting transportation . . . . .	3,140,366.46
General and miscellaneous . . . . .	1,015,593.75

Total operating expenses . . . . .	\$5,750,051.86
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Ratio of operating expenses to operating revenues, 64.77%.

### Rents of Leased Lines.

NAME OF LESSOR.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.	Portion not included in foregoing payment of interest or dividends.	Total amount of rent paid by lessee.
Boston & Chelsea Railroad Co. ....		\$7,260.00	\$300.00	\$7,560.00
Boston & Revere Electric St. Ry. Co. ....	\$2,500.00	2,500.00	.....	5,000.00
East Middlesex St. Ry. Co. ....	10,000.00	30,000.00	634.37	40,634.37
Nashua Street Railway..	6,000.00	19,500.00	500.00	26,000.00
Winnisimmet Railroad Co. ....		3,000.00	404.00	3,404.00
Newport & Fall River St. Ry. Co. ....	40,620.00	57,000.00	1,000.00	98,620.00
Boston Elevated Railway Co.* .....		.....	39,096.74	39,096.74
Total .....	\$59,120.00	\$119,260.00	\$41,935.11	\$220,315.11

\*Proportion of rental of the Boston subway.

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$19,198,245.39	Cost of road.....	\$33,664,564.22
5,861,416.93	Cost of equipment.....	9,062,497.55
243,901.32	General expenditures .....	460,257.92
\$25,303,563.64		\$43,187,319.69
	Expenditures for road and equipment and general expenditures—leased line.....	29,537.36
3,100.76	Cash and current assets.....	2,517,696.88
1,420,309.85	Sinking and other special funds.	63,583.35
24,987.89	Discount on bonds.....	1,004,867.34
488,807.42	Property suspense .....	119,607.92
46,514.22	Reconstruction suspense.....	1,202,667.65
763,055.26	Nashua St. Ry. lease account...	10,002.76
10,002.76	Sundry accounts in suspense....	2,173.94
.....		
\$28,060,341.80	Total .....	\$48,137,456.89
	LIABILITIES.	
\$1,311,900.00	Capital stock, first preferred....	\$2,088,600.00
11,043,200.00	Capital stock, common.....	19,047,300.00
12,415,500.00	Funded debt .....	20,090,000.00
2,554,824.95	Current liabilities .....	5,189,267.04
.....	Old Colony St. Ry. bonds borrowed, par \$25,000.....	22,319.75
.....	Receipts for delivery of Old Colony St. Ry. bonds—par \$550,000 .....	491,034.50
.....	Accrued liabilities:	
179,840.45	Taxes accrued and not yet due	250,939.91
37,072.97	Interest on funded debt accrued and not yet due.....	64,272.91
.....	Miscellaneous interest accrued and not yet due.....	133.33
21,370.57	Rents accrued and not yet due	27,042.61
.....	Miscellaneous:	
1,492.51	Water rates .....	158.46
.....	Sundry rents.....	311.62
3,703.42	Boston & Revere Electric St. Ry. Co., lease account....	1,200.00
160,605.00	Premiums on preferred stock .....	258,480.00
205,645.93	Reserves .....	393,536.10
125,186.00	Surplus .....	212,860.66
\$28,060,341.80	Total .....	\$48,137,456.89



Important Changes During the Year.	
All extensions of road put in operation:	
Massachusetts—	
Lowell—Stevens St. from Parker St. to Jenness St. . . . .	.52 miles
Miscellaneous . . . . .	.02
Bridgewater—Perkins Ave. from Broad St. to Express House . . . . .	.07
Total—Massachusetts . . . . .	.61 miles
New Hampshire—	
Nashua—Lake St. from Main St. to Pine St. . . . .	.44 miles
Total—New Hampshire . . . . .	.44 miles
Decrease in mileage by line abandoned or line straightened:	
Massachusetts—	
Lowell—Miscellaneous, track abandoned . . . . .	.05 miles
Rogers St., track abandoned . . . . .	.02
Bridgewater—Miscellaneous, track abandoned . . . . .	.01
Total—Massachusetts . . . . .	.08 miles
All consolidations or reorganizations effected:	
The Old Colony Street Railway Company was consolidated with and became a part of the Boston and Northern Street Railway Company on July 1, 1911.	
The name of the Boston and Northern Street Railway Company has been changed to Bay State Street Railway Company, as appears by certificate of the Secretary of the Commonwealth dated August 8, 1911.	
All new stocks issued:	
As at one minute after midnight of June 30, 1911, the Old Colony Street Railway Company was consolidated with the Boston & Northern Street Railway Company, under the terms of the agreement covering this consolidation each common stockholder of the Old Colony Street Railway Company became a common stockholder of the Boston & Northern Street Railway Company and became entitled to exchange Old Colony Common Stock for Boston & Northern Common Stock—dollar for dollar. Under the terms of the same agreement, the preferred stockholders of the Boston & Northern	

**Important Changes During the Year.—Continued.**

Street Railway Company and of the Old Colony Street Railway Company became First Preferred Stockholders of the Boston & Northern Street Railway Company and became entitled to exchange the Preferred Stocks of the Boston & Northern Street Railway Co. and of the Old Colony Street Railway Co. for First Preferred Stock of the Boston & Northern Street Railway Company—dollar for dollar.

On August 8, 1911, the name of the Boston & Northern Street Railway Company was changed to "Bay State Street Railway Company" and all holders of Common and First Preferred Stocks of the Boston & Northern Street Railway Company became entitled to exchange Common and First Preferred Stocks of the Boston & Northern Street Railway Company for Common and First Preferred Stocks respectively of the Bay State Street Railway Company—dollar for dollar.

The result of these changes is that the Common Stocks of

Boston & Northern St. Railway Co.	\$11,043,200	
Old Colony Street Railway Co.	8,004,100	

\$19,047,300

have been changed to Common Stock of the Bay State Street Railway Company of an equal amount; and the Preferred Stocks of

Boston & Northern St. Railway Co.	\$1,311,900
Old Colony Street Railway Co.	776,700

\$2,088,600

have been changed to First Preferred Stock of the Bay State Street Railway Company of an equal amount.

**All new funded debt issued:**

Sales of Boston and Northern Street Railway Company First Mortgage Refunding 50-year 4% Gold Bonds, due July 1, 1954.

July 3, 1911	\$10,000
January 2, 1912	500,000
January 4, 1912	500,000
March 10, 1912	195,000
June 10, 1912	35,000

Total	\$1,240,000
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Carried forward	\$1,240,000
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**Important Changes During the Year.—Concluded.**

Brought forward . . . . .	\$1,240,000
Sales of Old Colony Street Railway Company	
First Mortgage Refunding 50-year 4% Gold	
Bonds, due July 1, 1954.	
January 2, 1912 . . . . .	\$15,000
January 5, 1912 . . . . .	10,000
January 26, 1912 . . . . .	5,000
April 10, 1912 . . . . .	665,000
May 2, 1912 . . . . .	50,000
	745,000
Grand total . . . . .	\$1,985,000
Underlying bonds matured and paid . . . . .	2,536,000
Net decrease in funded debt . . . . .	\$551,000

**Contracts, Agreements, Etc.****Mails:**

May 25, 1912, mail service on Route No. 304,017, from Rehoboth, Mass., to North Middleboro, Mass., via Taunton, Raynham, Scotland, and Bridgewater, and paying compensation at the rate of \$932.12 per annum, being 3c per mile for 31,070.72 miles of service, was curtailed to reestablish the route as from Rehoboth to Raynham Center, via Taunton, paying compensation at the rate of \$483.78 per annum, being 3c per mile for 16,126.28 miles of service.

May 25, 1912, mail service was established on Route No. 304,004, from Bridgewater to North Middleboro, Mass., paying compensation at the rate of \$267.61 per annum, being 3c per mile for 8,920.50 miles of service.

**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car mileage . . . . .	29,509,699
Freight, mail, and express car mileage . . . . .	201,265
Total car mileage . . . . .	29,710,964
Passenger car hours . . . . .	3,503,208
Freight, mail, and express car hours . . . . .	42,624
Total car hours . . . . .	3,545,832
Regular fare passengers carried . . . . .	176,320,023
Free transfer passengers carried . . . . .	22,085,132
Total passengers carried . . . . .	198,405,155
Passenger revenue . . . . .	\$8,554,554.99
Average fare, revenue passengers . . . . .	.04852

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Mileage, Traffic, and Miscellaneous Statistics.

—Concluded.

Average fare, all passengers (including transfer passengers)	\$0.04312
Total revenue from transportation	8,740,017.32
Revenue from transportation per car mile	.29417
Revenue from transportation per car hour	2.46487
Total revenue from operations other than transportation	137,925.88
Revenue from operations other than transportation per car mile	.00464
Revenue from operations other than transportation per car hour	.03890
Total operating revenues	8,877,943.20
Operating revenues per car mile	.29381
Operating revenues per car hour	2.50377
Total operating expenses	5,750,051.86
Operating expenses per car mile	.19353
Operating expenses per car hour	1.62163

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## Employees.

## General administration:

General officers	15
General office clerks	257

## Maintenance:

Superintendents	18
Other employees	1,957

## Transportation:

Superintendents	24
Other employees	3,872

Total	6,143
Aggregate salaries and wages paid	\$3,866,591.97

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## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	775	5	780
Open passenger cars.....	1,072	30	1,102
Combination closed and open passenger cars.....	166	..	166
Total passenger cars...	2,013	35	2,048
Express cars .....	17	..	17
Work cars .....	105	35	140
Snow plows .....	251	17	268
Miscellaneous .....	5	..	5
Total cars of all classes	2,391	87	2,478

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	2	1,563	1,565
Employees .....	2	145	147
Other persons.....	13	329	342
Total .....	17	2,037	2,054

# REPORT

OF THE

## BERLIN STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

BERLIN STREET RAILWAY,

BERLIN, N. H.

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### History.

Date of organization. April 22, 1898.

Under laws of what government, state, or territory, organized? State of New Hampshire, Chapter 156, Public Statutes.

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### Principal Officers.

President . . . .	Frank Ridlon . . . .	Boston, Mass.
Secretary . . . .	H. G. Noyes . . . .	Gorham, N. H.
Treasurer . . . .	E. W. Gross . . . .	Berlin, N. H.
General Manager . .	E. W. Gross . . . .	Berlin, N. H.

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### Directors.

Frank Ridlon . . . .	Boston, Mass.
E. W. Gross . . . .	Berlin, N. H.
J. F. Libby . . . .	Gorham, N. H.
H. G. Noyes . . . .	Gorham, N. H.
H. E. Hitchcock . . . .	Auburn, Me.
A. L. Winslow . . . .	Auburn, Me.
E. O. McAlister . . . .	Auburn, Me.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
July 12, 1911.

Date of last closing of stock books before end of year for  
which this report is made: June 30, 1911.

Total number of stockholders of record: 35.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of  
directors.

No other corporation or corporations, transportation or other,  
controlled the respondent on June 30, 1912.

No individual, association, or corporation, as trustee, con-  
trolled the respondent on June 30, 1912.

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### Road Operated.

Line owned:

Berlin Street Railway, Berlin, N. H., to Gor-	
ham, N. H. . . . .	7.50 miles

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### Mileage of Road Operated.

Line owned and operated:

Miles of main track . . . . .	7.50 miles
Miles of sidings, switches, etc. . . . .	.25

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Total mileage operated (all tracks) . . . . .	7.75 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track) . . . . .	7.50 miles
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### Mileage of Line Owned—by States.

New Hampshire (single track) . . . . .	7.50 miles
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**Capital Stock.**

DESCRIPTION.	Number of shares author- ized.	Par value of one share.	Total par value authorized and outstanding.	Total par value not held.
Capital stock:				
Common .....	800	\$100	\$80,000.00	\$80,000.00
Preferred ....	300	100	30,000.00	30,000.00
Total .....	1,100.	.....	\$110,000.00	\$110,000.00

Dividends declared during year, none.

**Funded Debt.**

Mortgage bonds:

Total par value authorized and outstanding (not held by respondent), \$105,000.00.

Date of issue: February 1, 1902.

Date of maturity: February 1, 1922.

Interest—

Amount accrued and paid during the year, \$5,250.00.

Rate, 5%.

Payable, February and August.

**Recapitulation of Capitalization.**

Capital stock:

Total par value outstanding	.	.	.	.	\$110,000.00
Amount per mile of line	.	.	.	.	14,666.67

Funded debt:

Total par value outstanding	.	.	.	.	105,000.00
Amount per mile of line	.	.	.	.	14,000.00

Total par value outstanding	.	.	.	.	215,000.00
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Total amount per mile of line	.	.	.	.	28,666.67
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Number of miles, 7.50.

Current Assets and Liabilities.	
Cash and current assets:	
Cash . . . . .	\$2,536.54
Total . . . . .	\$2,536.54
Current liabilities:	
Loans and notes payable . . . . .	\$1,339.91
Balance—cash assets . . . . .	1,196.63
	\$2,536.54

Security for Funded Debt.	
Road mortgaged:	
From Berlin to Gorham . . . . .	7.50 miles
Amount of mortgage per mile of line . . . . .	\$14,000.00
All equipment covered by mortgage.	

### Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Total cost to June 30, 1912.
Road:		
Miscellaneous . . . . .	\$155,900.00	\$155,900.00
Power-plant equipment . . . . .	6,000.00	6,000.00
Park and resort property and car barn . . . . .	30,200.00	30,200.00
Total . . . . .	\$192,100.00	\$192,100.00
Equipment:		
Cars . . . . .	\$10,500.00	\$10,500.00
Electric equipment of cars . . . . .	12,400.00	12,400.00
Total . . . . .	\$22,900.00	\$22,900.00
Recapitulation:		
Road . . . . .	\$192,100.00	\$192,100.00
Equipment . . . . .	22,900.00	22,900.00
Total . . . . .	\$215,000.00	\$215,000.00
Cost of road per mile of line . . . . .		\$25,613.33
Cost of equipment per mile of line . . . . .		3,053.33
Total per mile of line . . . . .		\$28,666.66

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**Income Account.**

Operating revenues . . . . .	\$44,317.57
Operating expenses . . . . .	31,923.67
Gross income less operating expenses . . . . .	<u>\$12,394.20</u>
Deductions from income:	
Interest on funded debt . . . . .	\$5,250.00
Interest on floating debt . . . . .	108.00
Total deductions . . . . .	<u>5,358.00</u>
Surplus for year . . . . .	\$7,036.20
Deficit at beginning of year . . . . .	5,839.57
Surplus at close of year . . . . .	<u>\$1,196.63</u>

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**Operating Revenues.**

Revenue from transportation:	
Passenger revenue . . . . .	\$43,923.40
Carrying mail . . . . .	61.11
Revenue from operations other than transportation:	
Receipts from park . . . . .	333.36
Total operating revenues . . . . .	<u>\$44,317.87</u>

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**Operating Expenses.**

Way and structures:	
Superintendence of way and structures . . . . .	\$4,095.26
Maintenance of way . . . . .	3,777.76
Maintenance of electric lines . . . . .	1,380.37
Total—way and structures . . . . .	<u>\$9,253.39</u>
Equipment:	
Maintenance of power equipment . . . . .	\$181.14
Maintenance of cars and locomotives . . . . .	2,453.34
Maintenance of electric equipment of cars and locomotives . . . . .	675.34
Miscellaneous equipment expenses . . . . .	2,089.40
Total—equipment . . . . .	<u>\$5,399.22</u>

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### Operating Expenses.—*Concluded.*

Conducting transportation:		
Group I—power—		
Substation employees . . . . .	\$1,711.35	
Power purchased . . . . .	6,000.00	
Group II—operation of cars—		
Conductors, motormen, and trainmen . . . . .	7,206.93	
Miscellaneous transportation expenses . . . . .	1,598.54	
Total—conducting transportation . . . . .	\$16,516.82	
General and miscellaneous:		
Insurance . . . . .	\$697.00	
Stationery and printing . . . . .	57.24	
Total—general and miscellaneous . . . . .	\$754.24	
Recapitulation of expenses:		
Way and structures . . . . .	\$9,253.39	
Equipment . . . . .	5,399.22	
Conducting transportation . . . . .	16,516.82	
General and miscellaneous . . . . .	754.24	
Total operating expenses . . . . .	\$31,923.67	
Ratio of operating expenses to operating revenues, 72.13%.		

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### General Balance Sheet.

#### *Assets.*

Cost of road . . . . .	\$192,100.00
Cost of equipment . . . . .	22,900.00
Cash and current assets . . . . .	2,536.54
Total . . . . .	\$217,536.54

#### *Liabilities.*

Capital stock, preferred . . . . .	\$30,000.00
Capital stock, common . . . . .	80,000.00
Funded debt . . . . .	105,000.00
Current liabilities . . . . .	1,339.91
Surplus . . . . .	1,196.63
Total . . . . .	\$217,536.54

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**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car mileage . . . . .	154,920
Passenger car hours . . . . .	15,370
Regular fare passengers carried . . . . .	878,468
Passenger revenue . . . . .	\$43,923.40
Average fare, revenue passengers . . . . .	.05
Average fare all passengers . . . . .	.05
Total revenue from transportation . . . . .	43,984.51
Revenue from transportation per car mile . . . . .	.28392
Revenue from transportation per car hour . . . . .	2.86171
Total revenue from operations other than transportation . . . . .	333.36
Revenue from operations other than transportation per car mile . . . . .	.00215
Revenue from operations other than transportation per car hour . . . . .	.02169
Total operating revenues . . . . .	44,317.87
Operating revenues per car mile . . . . .	.28607
Operating revenues per car hour . . . . .	2.88340
Total operating expenses . . . . .	31,923.67
Operating expenses per car mile . . . . .	.20600
Operating expenses per car hour . . . . .	2.07701

**Employees.**

General administration:	
General officers . . . . .	1
General office clerks . . . . .	1
Other employees . . . . .	16
Total . . . . .	18
Aggregate salaries and wages paid . . . . .	\$15,079.95

**Description of Equipment.**

	With electric equipment.
Closed passenger cars . . . . .	4
Open passenger cars . . . . .	4
Snow plows . . . . .	1
Total cars of all classes . . . . .	9

**Accidents to Persons.**

None.

# REPORT

OF THE

## CHESTER & DERRY RAILROAD ASSOCIATION

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Chester & Derry Railroad Association.

Date of organization: June 6, 1891.

Under laws of what government, state or territory organized?  
State of New Hampshire.

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### Principal Officers.

President . . . .	Greenleaf K. Bartlett	Boston, Mass.
Vice-President . .	Charles Bartlett . .	Derry, N. H.
Secretary . . . .	Arthur H. Wilcomb .	Chester, N. H.
Treasurer . . . .	F. J. Shepard . . .	Derry, N. H.
General Counsel .	G. K. & B. T. Bartlett	Derry, N. H.
Auditor . . . . .	Arthur H. Wilcomb .	Chester, N. H.
General Manager .	F. J. Shepard . . .	Derry, N. H.
General Supt. . . .	Charles Bartlett . .	Derry, N. H.

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### Directors.

Greenleaf K. Bartlett . . . .	Boston, Mass.
Frederick J. Shepard . . . .	Derry, N. H.
Charles Bartlett . . . . .	Derry, N. H.
Arthur H. Wilcomb . . . . .	Chester, N. H.
Nathan W. Goldsmith . . . .	Chester, N. H.
George S. West . . . . .	Chester, N. H.
William S. Pillsbury . . . .	Derry, N. H.

Term expires August 8, 1912.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
August 6, 1911.

Total number of stockholders of record: 125.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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### Road Operated.

Line owned:

Chester & Derry Railroad Association, Derry, N. H., to Chester, N. H. (single track)	7.75 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	7.75 miles
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Miles of sidings and turnouts . . . . .	.33
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Total mileage operated (all tracks) . . . . .	8.08 miles
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### Mileage of Line Operated.

Mileage of line operated, by states:

New Hampshire (single track) . . . . .	7.75 miles
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### Mileage of Line Owned—by States.

New Hampshire (single track) . . . . .	7.75 miles
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### Capital Stock.

Capital stock, common.

Number of shares authorized . . . . .	500
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Par value of one share, \$100.

Total par value authorized and outstanding . . . . .	\$50,000.00
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Total par value not held . . . . .	50,000.00
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Dividends declared during year . . . . .	none
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Funded Debt.	
Mortgage bonds:	
Date of issue: 1896.	
Date of maturity: 1926.	
Total par value authorized and outstanding . . . . .	\$50,000.00
Total par value in sinking or other funds . . . . .	1,500.00
Interest—	
Amount paid during the year . . . . .	2,500.00
Rate, 5%.	
Payable, June and December.	

Recapitulation of Capitalization.	
Capital stock:	
Total par value outstanding . . . . .	\$50,000.00
Amount per mile of line . . . . .	6,451.61
Funded debt:	
Total par value outstanding . . . . .	50,000.00
Amount per mile of line . . . . .	6,451.61
Total par value outstanding . . . . .	100,000.00
Total amount per mile of line . . . . .	12,903.22
Number of miles, 7.75.	

Current Assets and Liabilities.	
Cash and current assets:	
Cash . . . . .	\$6,374.70
Balance—current liabilities . . . . .	303.80
Total assets . . . . .	\$6,678.50
Current liabilities:	
Loans and notes payable . . . . .	6,678.50

Security for Funded Debt.	
Mortgage bonds:	
Road mortgaged—Derry to Chester . . . . .	7.75 miles
Amount of mortgage per mile of line . . . . .	\$6,451.61
All properties, rights and franchises mortgaged.	

## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road:			
Right of way.....	\$3,750.00.....		\$3,750.00
Grading .....	34,038.64.....		34,038.64
Ballast .....	1,000.00.....		1,000.00
Ties .....	4,000.00.....		4,000.00
Rails, rail fastenings, and joints .....	21,604.00.....		21,604.00
Special work.....	500.00.....		500.00
Track laying and surfacing	3,000.00.....		3,000.00
Bridges, trestles, and cul- verts .....	400.00.....		400.00
Telegraph and telephone lines .....	200.00.....		200.00
Poles and fixtures.....	2,000.00.....		2,000.00
Transmission system.....	15,809.34.....		15,809.34
Shops and carhouses.....	4,648.71.....		4,648.71
Stations, waiting rooms, and miscellaneous build- ings .....	63.81.....		63.81
Power-plant equipment....	1,500.00.....		1,500.00
Park and resort property..	3,013.78.....		3,013.78
Total .....	\$95,528.28.....		\$95,528.28
Equipment:			
Cars .....	\$4,075.23.....		\$4,075.23
Electric equipment of cars	4,931.59.....		4,931.59
Miscellaneous equipment...	1,000.00.....		1,000.00
Total .....	\$10,006.82.....		\$10,006.82
Recapitulation:			
Road .....	\$95,528.28.....		\$95,528.28
Equipment .....	10,006.82.....		10,006.82
Total .....	\$105,535.10.....		\$105,535.10
Cost of road per mile of line .....			\$12,326.23
Cost of equipment per mile of line.....			1,291.20
Total per mile of line....			\$13,617.43

### Income Account.

Operating revenues . . . . .	\$16,140.74
Operating expenses . . . . .	11,558.61
Gross income less operating expenses . . . . .	\$4,582.13
Deductions from income:	
Taxes . . . . .	\$845.86
Interest—	
On funded debt . . . . .	2,500.00
On floating debt . . . . .	358.70
Total deductions . . . . .	3,704.56
Surplus for year . . . . .	\$877.57
Surplus at beginning of year . . . . .	5,645.40
Surplus at close of year . . . . .	\$6,522.97

### Operating Revenues.

Revenue from transportation:	
Passenger revenue . . . . .	\$13,927.04
Mail revenue . . . . .	531.26
Milk revenue . . . . .	168.86
Freight revenue . . . . .	1,339.31
Total revenue from transportation . . . . .	\$15,966.47
Revenue from operations other than transportation:	
Miscellaneous . . . . .	174.27
Total operating revenues . . . . .	\$16,140.74

### Operating Expenses.

Way and structures:	
Maintenance of way . . . . .	\$1,833.69
Maintenance of electric lines . . . . .	300.51
Buildings and structures . . . . .	72.21
Total—way and structures . . . . .	\$2,206.41

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**Operating Expenses.—Concluded.**
**Equipment:**

Maintenance of cars and locomotives . . . . .	\$770.77
Maintenance of electric equipment of cars and locomotives . . . . .	118.90
<b>Total—equipment . . . . .</b>	<b>\$889.67</b>

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**Conducting transportation:**

<b>Group I—power—</b>	
Power purchased . . . . .	\$3,108.00
<b>Group II—operation of cars—</b>	
Conductors, motormen, and trainmen . . . . .	4,260.97
Miscellaneous transportation expenses . . . . .	31.70
<b>Total—conducting transportation . . . . .</b>	<b>\$7,400.67</b>

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**General and miscellaneous:**

General expenses . . . . .	\$483.31
Insurance . . . . .	489.75
Stationery and printing . . . . .	28.80
Rent of tracks and terminals . . . . .	50.00
<b>Total—general and miscellaneous . . . . .</b>	<b>\$1,051.86</b>

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**Recapitulation of expenses:**

Way and structures . . . . .	\$2,206.41
Equipment . . . . .	899.67
Conducting transportation . . . . .	7,400.67
General and miscellaneous . . . . .	1,051.86
<b>Total operating expenses . . . . .</b>	<b>\$11,558.61</b>

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Ratio of operating expenses to operating revenues, 71.61%.

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## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$95,528.28	Cost of road.....	\$95,528.28
10,006.82	Cost of equipment.....	10,006.82
5,997.13	Cash and current assets.....	6,374.70
1,000.00	Sinking and other special funds	1,500.00
<u>\$112,532.23</u>	<u>Total .....</u>	<u>\$113,409.80</u>
	LIABILITIES.	
\$50,000.00	Capital stock, common.....	\$50,000.00
50,000.00	Funded debt .....	50,000.00
6,678.50	Current liabilities .....	6,678.50
	Accrued liabilities:	
208.33	Interest on funded debt ac-	208.33
5,645.40	crued and not yet due.....	5,645.40
	Surplus .....	6,522.97
<u>\$112,532.23</u>	<u>Total .....</u>	<u>\$113,409.80</u>

## Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	59,500
Freight, mail, and express car mileage . . . . .	7,500
Total car mileage . . . . .	<u>67,000</u>
Passenger car hours . . . . .	8,150
Freight, mail, and express car hours . . . . .	1,025
Total car hours . . . . .	<u>9,175</u>
Regular fare passengers carried . . . . .	322,766
Passenger revenue . . . . .	\$13,927.04
Average fare, revenue passengers . . . . .	.04315
Total revenue from transportation . . . . .	15,966.47
Revenue from transportation per car mile . . . . .	.23831
Revenue from transportation per car hour . . . . .	1.74021

### Mileage, Traffic and Miscellaneous Statistics.

—Concluded.

Total revenue from operations other than transportation . . . . .	\$174.27
Revenue from operations other than transportation per car mile . . . . .	.00260
Revenue from operations other than transportation per car hour . . . . .	.01899
Total operating revenues . . . . .	16,140.74
Operating revenues per car mile . . . . .	.24091
Operating revenues per car hour . . . . .	1.75920
Total operating expenses . . . . .	11,558.61
Operating expenses per car mile . . . . .	.17252
Operating expenses per car hour . . . . .	1.25979

### Employees.

Maintenance:	
Superintendents . . . . .	1
Employees . . . . .	5
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	6
Total . . . . .	11
Aggregate salaries and wages paid . . . . .	\$5,690.40

### Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	4	1	5
Open passenger cars.....	4	1	5
Total passenger cars...	8	2	10
Freight cars .....	1	1	2
Snow plows .....	1	..	1
Total cars of all classes	10	3	13

### Accidents to Persons.

None.

# REPORT

OF THE

## CLAREMONT RAILWAY & LIGHTING COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Claremont Railway & Lighting Company.

Date of organization: March 22, 1901.

Under laws of what government, state, or territory organized? New Hampshire.

If a consolidated company, name the constituent companies: Claremont Street Railway Company, February 14, 1899; Claremont Electric Light Company, August 17, 1887.

Date and authority for each consolidation: Special charter approved March 22, 1901, consolidated the two companies.

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### Principal Officers.

President . . . .	Louis N. Wheelock .	Claremont, N. H.
Vice-President . .	Hira R. Beckwith .	Claremont, N. H.
Secretary and Treasurer . . . .	Louis N. Wheelock .	Claremont, N. H.
Auditor . . . .	Oscar B. Rand .	Claremont, N. H.
General Manager .	Louis N. Wheelock .	Claremont, N. H.
General Supt. . .	Thomas A. Clark .	Claremont, N. H.

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### Directors.

Louis N. Wheelock .	. . .	Claremont, N. H.
Frank H. Foster .	. . .	Claremont, N. H.
Hira R. Beckwith .	. . .	Claremont, N. H.
Oscar B. Rand .	. . .	Claremont, N. H.
John T. Emerson .	. . .	Claremont, N. H.
Thomas A. Clark .	. . .	Claremont, N. H.
Term expires July 3, 1912.		

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
July 5, 1911.

Date of last closing of stock books before end of year for  
which this report is made: June 30, 1912.

Total number of stockholders of record: 79.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of  
directors.

The name of the controlling corporation or corporations:  
Under sole control of Claremont Power Company.

The manner in which control was established: By ownership  
of a majority of capital stock.

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### Road Operated.

Claremont Railway & Lighting Company, Claremont Junction, N. H., to West Claremont, N. H. (single track)	5.33 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	5.33 miles
Miles of second track . . . . .	2.42
Miles of sidings and turnouts . . . . .	.66

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Total mileage operated (all tracks) . . . . .	8.41 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:	
New Hampshire (single track) . . . . .	5.33 miles

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### Mileage of Line Owned.

(By States.)

New Hampshire (single track) . . . . .	5.33 miles
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Capital Stock.	
Capital stock, common:	
Number of shares authorized . . . . .	1,600
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	160,000.00
Total par value not held . . . . .	160,000.00
Dividends declared during year . . . . .	None
Funded Debt.	
Mortgage bonds:	
Date of issue, 1907.	
Date of maturity, 1937.	
Total par value authorized and outstanding . . . . .	\$150,000.00
Total par value not held . . . . .	150,000.00
Interest—	
Amount accrued and paid during the year . . . . .	7,500.00
Rate, 5%.	
Payable, January 1 and July 1.	
Recapitulation of Capitalization.	
Capital stock:	
Par value outstanding . . . . .	\$160,000.00
Amount per mile of line . . . . .	30,018.76
Funded debt:	
Par value outstanding . . . . .	150,000.00
Amount per mile of line . . . . .	28,142.59
Total par value outstanding . . . . .	310,000.00
Total amount per mile of line . . . . .	58,161.35
Numbr of miles, 5.33.	
Current Assets and Liabilities.	
Cash and current assets:	
Cash . . . . .	\$7,045.72
Accounts receivable . . . . .	100.00
Prepaid accounts . . . . .	156.96
Total—cash and current assets . . . . .	\$7,302.68
Balance—current liabilities . . . . .	14,242.55
Total . . . . .	\$21,545.23

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Current liabilities:

Accounts payable . . . . .	\$2,795.23
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Matured interest on funded debt unpaid . . . . .	18,750.00
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Total—current liabilities . . . . .	\$21,545.23
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Security for Funded Debt.

## First mortgage bonds.

Road mortgaged . . . . .	5.33 miles
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Amount of mortgage per mile of line . . . . .	\$28,142.59
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All the property of the company is mortgaged.

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road:			
Roadbed and tracks.....	\$182,996.08	\$656.46	\$183,652.54
Land and buildings.....	24,307.12	.....	24,307.12
Poles and fixtures	36,240.95	6.50	36,247.45
Transmission system			
Distribution system			
Total .....	\$243,544.15	\$662.96	\$244,207.11
Equipment:			
Cars .....	\$43,691.85	.....	\$43,691.85
Electric equipment of cars.	24,328.34	.....	24,328.34
Miscellaneous equipment..	6,740.31	.....	6,740.31
Total .....	\$74,760.50	.....	\$74,760.50
Recapitulation:			
Road .....	\$243,544.15	\$662.96	\$244,207.11
Equipment .....	74,760.50	.....	74,760.50
Total .....	\$318,304.65	\$662.96	\$318,967.61
Cost of road per mile of line. ....			\$45,817.47
Cost of equipment per mile of line .....			14,026.36
Total per mile of line....			\$59,843.83

## Income Account.

Operating revenues . . . . .	\$34,779.94
Operating expenses . . . . .	25,943.13
Gross income less operating expenses . .	\$8,836.81
Deductions from income:	
Interest on funded debt . . . . .	7,500.00
Surplus for year . . . . .	\$1,336.81
Deficit at beginning of year . . . . .	9,944.92
Net deficit . . . . .	\$8,608.11

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**Income Account.—Concluded.**
**Profit or loss adjustments during year:**

## Debits—

Uncollectable accounts . . . . .	\$416.83
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Deficit at close of year . . . . .	\$9,024.94
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**Operating Revenues.****Revenue from transportation:**

Passenger revenue . . . . .	\$17,552.21
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Baggage revenue . . . . .	389.13
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Mail revenue . . . . .	402.05
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Freight revenue . . . . .	16,311.63
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Miscellaneous transportation revenue . . . . .	124.92
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Total revenue from transportation . . . . .	\$34,779.94
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**Operating Expenses.****Way and structures:**

Superintendence of way and structures . . . . .	\$800.00
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Maintenance of way . . . . .	3,089.04
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Maintenance of electric lines . . . . .	300.44
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Buildings and structures . . . . .	10.14
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Total—way and structures . . . . .	\$4,199.62
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**Equipment:**

Superintendence of equipment . . . . .	\$800.00
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Maintenance of cars and locomotives . . . . .	1,445.22
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Maintenance of electric equipment of cars and locomotives . . . . .	1,296.94
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Total—equipment . . . . .	\$3,542.16
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**Conducting transportation:**

Superintendence of transportation . . . . .	\$1,544.84
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## Group I—power—

Power purchased . . . . .	5,005.33
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## Group II—operation of cars—

Conductors, motormen, and trainmen . . . . .	7,515.76
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Miscellaneous transportation expenses . . . . .	2,027.79
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Total—conducting transportation . . . . .	\$16,093.72
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**Operating Expenses.—Concluded.**

General and miscellaneous:	
General expenses . . . . .	\$1,757.90
Injuries and damages . . . . .	85.00
Insurance . . . . .	264.73
Total—general and miscellaneous . . . . .	\$2,107.63
Recapitulation of expenses:	
Way and structures . . . . .	\$4,199.62
Equipment . . . . .	3,542.16
Conducting transportation . . . . .	16,093.72
General and miscellaneous . . . . .	2,107.63
Total operating expenses . . . . .	\$25,943.13
Ratio of operating expenses to operating revenue, 74.59%.	

**Comparative General Balance Sheet.**

June 30, 1911.	ASSETS.	June 30, 1912.
\$243,544.15	Cost of road.....	\$244,207.11
74,760.50	Cost of equipment.....	74,760.50
5,169.32	Cash and current assets.....	7,302.68
9,944.92	Deficit .....	9,024.94
\$333,418.89	Total .....	\$335,295.23
LIABILITIES.		
\$160,000.00	Capital stock, common.....	\$160,000.00
150,000.00	Funded debt .....	150,000.00
19,668.89	Current liabilities .....	21,545.23
	Accrued liabilities:	
3,750.00	Interest on funded debt accrued and not yet due.....	3,750.00
\$333,418.89	Total .....	\$335,295.23

Mileage, Traffic, and Miscellaneous Statistics.	
Passenger car mileage . . . . .	94,521
Regular fare passengers carried . . . .	332,400
Free transfer passengers carried . . . .	3,186
Total passengers carried . . . . .	335,586
Passenger revenue . . . . .	\$17,552.21
Average fare, revenue passengers . . . .	.05280
Average fare, all passengers (including transfer passengers) . . . . .	.05230
Total revenue from transportation . . . .	34,779.94
Revenue from transportation per car mile . .	.36796
Total operating revenues . . . . .	34,779.94
Operating revenues per car mile . . . . .	.36796
Total operating expenses . . . . .	25,943.13
Operating expenses per car mile . . . . .	.27447
Employees	
General administration:	
General officers . . . . .	5
General office clerks . . . . .	1
Maintenance:	
Superintendents . . . . .	1½
Other employees . . . . .	7
Transportation:	
Superintendents . . . . .	1½
Other employees . . . . .	13
Total . . . . .	27
Description of Equipment—Electric.	
Closed passenger cars . . . . .	3
Open passenger cars . . . . .	3
Total passenger cars . . . . .	6
Work cars . . . . .	1
Snow plows . . . . .	1
Electric locomotive . . . . .	1
Locomotive (box car type with four motors) .	1
Total cars of all classes . . . . .	10
Accidents to Persons.	
None.	



# REPORT

OF THE

## BOSTON & MAINE RAILROAD

[Operating the Concord and Manchester Electric Branch of the  
Concord and Montreal Railroad.]

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Boston & Maine Railroad.

Date of organization: June, 1835.

Organized under laws of the Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

Constituent companies: Boston & Portland Railroad of Massachusetts; Boston & Maine Railroad of New Hampshire; Maine, New Hampshire & Massachusetts Railroad of Maine.

Date and authority for each consolidation: Chapter 6, Acts of 1841, State of New Hampshire.

Not a reorganized company.

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### Principal Officers.

(See Boston & Maine Railroad—Steam Road.)

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### Directors.

(See Boston & Maine Railroad—Steam Road.)

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: October 11, 1911.

Date of last closing of stock books before end of year for which this report is made: October 4, 1911.

Total number of stockholders: 8,105.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations, transportation or other, controlling the respondent on June 30, 1912: Sole, direct control of Boston Railroad Holding Company.

The manner in which control was established: By purchase of a majority of its capital stock.

The extent of control: 52.9%.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

Road Operated.	
Concord and Manchester Electric Branch of The Concord and Montreal R. R. Concord to Manchester and Penacook (single track) . . . . .	28.70 miles
Mileage of Road Operated.	
Line operated under lease:	
Miles of single track . . . . .	28.70 miles
Miles of sidings and turnouts . . . . .	2.02
Total mileage operated (all tracks) . . . . .	30.72 miles
Mileage of line operated, by states:	
New Hampshire (single track) . . . . .	28.70
Road Acquired Through Lease or Other Agreement.	
Concord and Montreal Railroad . . . . .	28.70 miles
Date, June 29, 1895.	
Term, from April 1, 1895, to April 1, 1986.	
Agreement: Interest on debt and 7% per annum on capital stock.	
Current Assets and Liabilities.	
Balance—current liabilities . . . . .	\$27.91
Current liabilities:	
Accounts payable . . . . .	\$27.91

## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Miscellaneous .....	\$242,914.45	\$878.96	\$3,972.13	\$239,821.28
Park and resort property...	12,698.79	.....	.....	12,698.79
Cost of road purchased.....	383,188.37	.....	.....	383,188.37
Total .....	\$638,801.61	\$878.96	\$3,972.13	\$635,708.44
Equipment .....	\$326,051.75	.....	.....	\$326,051.75
Recapitulation:				
Road .....	\$638,801.61	\$878.96	\$3,972.13	\$635,708.44
Equipment .....	326,051.75	.....	.....	326,051.
Total .....	\$964,853.36	\$878.96	\$3,972.13	\$961,760.19
Cost of road per mile of line .....	.....	.....	.....	\$22,150.12
Cost of equipment per mile of line .....	.....	.....	.....	11,360.69
Total per mile of line...	.....	.....	.....	\$33,510.81
(Miles 28.70.)				

## Income Account.

Operating revenues . . . . .	\$175,504.61
Operating expenses . . . . .	110,195.50
Gross income less operating expenses . .	\$65,309.11
Taxes—(included in general income account of Boston & Maine R. R., and also included in the total assessment against the Concord and Montreal R. R.).....	.....
Surplus for year . . . . .	\$65,309.11
(Absorbed in the general income account of Boston & Maine R. R.)	

## Operating Revenues.

Revenue from transportation:	
Passenger revenue . . . . .	\$174,038.83
(Carried forward)	

**Operating Revenues.—Concluded.**

Brought forward . . . . .	\$174,038.83
Revenue from operations other than transportation:	
Station and car privileges . . . \$1,091.82	
Car service . . . . . 373.96	
Total revenue from operations other than transportation . . . . .	1,465.78
Total operating revenues . . . . .	\$175,504.61

**Operating Expenses.**

Way and structures:	
Superintendence of way and structures . . .	\$803.99
Maintenance of way . . . . .	23,149.36
Maintenance of electric lines . . . . .	2,126.10
Buildings and structures . . . . .	880.69
Total—way and structures . . . . .	\$26,960.14
Equipment:	
Superintendence of equipment . . . . .	\$120.00
Maintenance of power equipment . . . . .	1,074.47
Maintenance of cars and locomotives . . . . .	9,695.72
Maintenance of electric equipment of cars and locomotives . . . . .	7,693.36
Total—equipment . . . . .	\$18,583.55
Traffic expenses . . . . .	\$4,978.18
Conducting transportation:	
Superintendence of transportation . . . . .	\$3,706.75
Group I—power—	
Power-plant employees . . . . .	1,616.59
Substation employees . . . . .	1,754.84
Other power supplies and expenses . . . . .	327.72
Power purchased . . . . .	8,924.50
Group II—operation of cars—	
Conductors, motormen and trainmen . . . . .	33,103.06
Miscellaneous transportation expenses . . . . .	7,322.26
Total—conducting transportation . . . . .	\$56,755.72
General and miscellaneous:	
General expenses . . . . .	\$711.65
Injuries and damages . . . . .	1,114.07
Insurance . . . . .	834.95
Stationery and printing . . . . .	257.24
Total—general and miscellaneous . . . . .	\$2,917.91

Operating Expenses.— <i>Concluded.</i>	
Recapitulation of expenses:	
Way and structures . . . . .	\$26,960.14
Equipment . . . . .	18,583.55
Traffic . . . . .	4,978.18
Conducting transportation . . . . .	56,755.72
General and miscellaneous . . . . .	2,917.91
Total operating expenses . . . . .	\$110,195.50
Ratio of operating expenses to operating revenue, 62.79%.	

### Rents of Leased Lines.

Boston & Maine Railroad, lessor.

Rental paid by Boston & Maine Railroad for lease of the Concord and Montreal Railroad includes the Concord & Manchester Electric Branch of the latter company.

### Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$638,801.61	Cost of road.....	\$635,708.44
326,051.75	Cost of equipment.....	326,051.75
\$964,853.36	Total .....	\$961,760.19
LIABILITIES.		
\$250,000.00	Capital stock, common.....	\$265,500.00
213,932.28	Premium on C. & M. R. R. stock sold .....	223,232.28
473,000.00	Funded debt* .....	473,000.00
27,921.08	Current liabilities .....	27.91
\$964,853.36	Total .....	\$961,760.19

\*Consists of 3½% Plain Bonds, dated June 1, 1901, and maturing June 1, 1920.

### Important Changes During the Year.

The Clinton Street track in Concord, N. H., 0.73 miles in length has been taken up.

The Concord and Montreal R. R. issued and sold 4,000 additional shares of its capital stock @ \$160 per share, of which 155 shares were on account of the Concord and Manchester Electric Branch improvement.

Mileage, Traffic, and Miscellaneous Statistics.	
Passenger car mileage . . . . .	761,845
Passenger car hours . . . . .	71,493
Regular fare passengers carried . . . . .	3,475,907
Free transfer passengers carried . . . . .	645,021
Total passengers carried . . . . .	4,120,928
Passenger revenue . . . . .	\$174,038.83
Average fare, revenue passengers . . . . .	.05007
Average fare, all passengers (including transfer passengers) . . . . .	.04223
Total revenue from transportation . . . . .	174,038.83
Revenue from transportation per car mile . . . . .	.22844
Revenue from transportation per car hour . . . . .	2.43435
Total revenue from operations other than transportation . . . . .	1,465.78
Revenue from operations other than transportation per car mile . . . . .	.00192
Revenue from operations other than transportation per car hour . . . . .	.02050
Total operating revenues . . . . .	175,504.61
Operating revenues per car mile . . . . .	.23037
Operating revenues per car hour . . . . .	2.45485
Total operating expenses . . . . .	110,195.50
Operating expenses per car mile . . . . .	.14464
Operating expenses per car hour . . . . .	1.54135
Employees.	
General administration:	
General office clerks . . . . .	2
(Carried forward)	

Employees—*Concluded.*

Brought forward . . . . .	2
Maintenance:	
Superintendents . . . . .	1
Other employees . . . . .	39
Transportation:	
Other employees . . . . .	54
Total . . . . .	96
Aggregate salaries and wages paid . . . . .	\$73,252.66

## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	23	..	23
Open passenger cars.....	8	6	14
Total passenger cars...	31	6	37
Work cars .....	2	1	3
Snow plows .....	3	..	3
Total cars of all classes.....	36	7	43

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	..	..
Employees .....	..	..	..
Other persons .....	1	1	2
Total .....	1	1	2

# REPORT

OF THE

## DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Dover, Somersworth & Rochester Street Railway Company.

Date of organization: July, 1901.

Under laws of what government, state, or territory organized?  
State of New Hampshire.

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### Principal Officers.

Chairman of the Board and President . . .	David A. Belden . .	Haverhill, Mass.
Vice-President and Sec- retary . . . . .	Samuel W. Emery .	Boston, Mass.
Treasurer . . . . .	Samuel P. Russell	Haverhill, Mass.
General Solicitor and Attorney . . . . .	Samuel W. Emery .	Boston, Mass.
Auditor . . . . .	Samuel P. Russell .	Haverhill, Mass.
General Manager . . .	Franklin Woodman	Haverhill, Mass.
General Superintendent	Frank A. Belden . .	Dover, N. H.

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### Directors.

David A. Belden . . . . .	Haverhill, Mass.
Samuel W. Emery . . . . .	Boston, Mass.
Alfred D. Foster . . . . .	Boston, Mass.
Charles F. Ayer . . . . .	Lowell, Mass.
John S. Whitaker . . . . .	Portsmouth, N. H.

Term expires when successors are appointed.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: August 26, 1911.

Date of last closing of stock books before end of year: August 26, 1911.

Total number of stockholders of record: 6.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

Individual, association or corporation, as trustee, which controlled the respondent on June 30, 1912: New York Trust Company, New York, N. Y.

The name of the beneficiary or beneficiaries for whom the trust was maintained: New Hampshire Electric Railways,—a trust of similar nature to Massachusetts Electric Trust. Title is vested in trustee. Property is represented by shares having incidents of corporate shares.

New Hampshire Electric Railways owns all but five shares of the stock of the above named street railway company.

Road Operated.	
Line owned:	
In Dover—	
Loop at Washington Street and Central avenue . . . . .	1.37 miles
From Sawyer's Mills to Y at Somersworth city line . . . . .	3.45
On Rochester Route: From Y to Somersworth city line above Granite State Park .	1.12
In Somersworth:	
From Granite State Park to Rochester city line . . . . .	1.94
From Somersworth to Y at Central Park .	3.10
In Rochester:	
From Somersworth city line to Strafford Square . . . . .	6.15
From Central Square to East Rochester .	2.87
Total mileage operated (single track) .	20.00 miles

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**Mileage of Road Operated.**
**Line owned and operated:**

Miles of single track . . . . .	20.00 miles
Miles of sidings and turnouts . . . . .	.82
Total mileage operated (all tracks) . . . . .	20.82 miles

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**Mileage of Line Operated.****Mileage of line owned and operated, by states:**

New Hampshire (single track) . . . . .	20.00 miles
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**Mileage of Line Owned.**

(By States.)

New Hampshire (single track) . . . . .	20.00 miles
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**Capital Stock.****Capital stock, common:**

Number of shares authorized . . . . .	3,750
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	375,000.00
Total par value not held . . . . .	375,000.00
Dividends declared during year . . . . .	None

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**Funded Debt.****Mortgage bonds:**

Date of issue, 1901.

Date of maturity, 1921.

Total par value authorized and outstanding . . . . .	\$300,000.00
Total par value held in sinking funds . . . . .	54,000.00
Total par value not held . . . . .	246,000.00

**Interest—**

Amount accrued and paid during year . . . . .	15,000.00
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Rate, 5%.

Payable, January 1 and July 1.

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**Recapitulation of Capitalization.**

Capital stock:				
Total par value outstanding	.	.	.	\$375,000.00
Amount per mile of line	.	.	.	18,750.00
Funded debt:				
Total par value outstanding	.	.	.	300,000.00
Amount per mile of line	.	.	.	15,000.00
Total par value outstanding	.	.	.	675,000.00
Total amount per mile of line	.	.	.	33,750.00
Number of miles, 20.00.				

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**Current Assets and Liabilities.**

Cash and current assets:				
Cash	.	.	.	\$1,110.37
Accounts receivable	.	.	.	10,277.44
Materials and supplies	.	.	.	709.17
Prepaid accounts	.	.	.	130.00
Total—cash and current assets	.	.	.	\$12,226.98
Balance—cash assets	.	.	.	\$12,226.98

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**Security for Funded Debt.**

Mortgage bonds:				
Road mortgaged (entire line)	.	.	.	20.00 miles
Amount of mortgage per mile of line	.	.	.	\$15,000.00
All properties, franchises, rights and income mortgaged.				

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Engineering and superintendence .....	\$10,578.40	.....	.....	\$10,578.40
Right of way.....	2,000.00	.....	.....	2,000.00
Other land used in electric railway operations..	34,000.00	.....	\$20,000.00	14,000.00
Grading .....	40,000.00	\$1,551.93	.....	41,551.93
Ballast .....	13,810.34	.....	.....	13,810.34
Ties .....	41,600.00	.....	.....	41,600.00
Rails, rail fastenings, and joints .....	80,000.00	.....	.....	80,000.00
Special work .....	6,000.00	.....	.....	6,000.00
Paving .....	79,039.70	.....	.....	79,039.70
Track laying and surfacing .....	38,716.98	.....	.....	38,716.98
Roadway tools .....	2,100.00	.....	.....	2,100.00
Bridges, trestles, and culverts .....	12,000.00	.....	.....	12,000.00
Crossings, fences, cattle guards, and signs.....	3,000.00	.....	.....	3,000.00
Interlocking and other signal apparatus .....	2,100.00	.....	.....	2,100.00
Telegraph and telephone lines .....	1,715.60	.....	.....	1,715.60
Poles and fixtures.....	12,600.00	.....	.....	12,600.00
Transmission system .....	21,000.00	.....	21,000.00	.....
Distribution system .....	66,049.55	.....	12,310.04	53,739.51
Substation buildings.....	20,000.00	.....	5,000.00	15,000.00
Shops and car houses .....	26,823.88	5,000.00	.....	31,823.88
Stations, waiting rooms, and miscellaneous buildings .....	1,300.00	37.80	.....	1,337.80
Substation equipment .....	34,026.77	.....	.....	34,026.77
Shop equipment .....	4,197.17	8.75	.....	4,205.92
Park and resort property..	36,366.04	\$33.00	.....	37,199.04
Total .....	\$589,024.43	\$7,431.48	\$58,310.04	\$538,145.87
Equipment:				
Cars .....	\$54,451.26	\$39.51	.....	\$54,490.77
Electric equipment of cars .....	52,456.65	.....	.....	52,456.65
Other rail equipment.....	5,000.00	.....	.....	5,000.00
Total .....	\$111,907.91	\$39.51	.....	\$111,947.42
General expenditures:				
Interest .....	\$40,000.00	.....	.....	\$40,000.00
Recapitulation:				
Road .....	\$589,024.43	\$7,431.48	\$58,310.04	\$538,145.87
Equipment .....	111,907.91	39.51	.....	111,947.42
General expenditures .....	40,000.00	.....	.....	40,000.00
Total .....	\$740,932.34	\$7,470.99	\$58,310.04	\$690,093.29
Cost of road per mile of line .....	.....	.....	.....	\$26,907.29
Cost of equipment per mile of line .....	.....	.....	.....	5,597.38
General expenditures per mile of line .....	.....	.....	.....	2,000.00
Total per mile of line...	.....	.....	.....	\$34,504.67

Income Account.	
Operating income:	
Operating revenues . . . . .	\$106,591.97
Operating expenses . . . . .	84,713.33
Net operating revenue . . . . .	\$21,878.64
Interest on deposits . . . . .	2,327.60
Gross income less operating expenses . .	\$24,206.24
Deductions from income:	
Taxes—	
On real and personal property . .	\$1,914.89
Miscellaneous . . . . .	18.36
	\$1,933.25
Interest—	
On funded debt . . . . .	\$15,000.00
On floating debt . . . . .	2,400.00
	\$17,400.00
Total deductions . . . . .	19,333.25
Net income . . . . .	\$4,872.99
Disposition of net income:	
Reserves and special charges for de- preciation . . . . .	\$21,500.00
Payments to sinking funds . . . . .	7,330.24
	28,830.24
Deficit for year . . . . .	\$23,957.25
Deficit at beginning of year . . . . .	15,319.30
	\$39,276.55
Profit or loss adjustments during year:	
Debits—	
Taxes, 1910 . . . . .	\$559.43
Old accounts . . . . .	137.76
	697.19
Deficit at close of year . . . . .	\$39,973.74

Operating Revenues.	
Revenue from transportation:	
Passenger revenue . . . . .	\$103,610.26
Parlor, chair, and special car revenue . .	1,047.50
Mail revenue . . . . .	149.52
Express revenue . . . . .	921.79
Total revenue from transportation . .	\$105,729.07
(Carried forward)	

**Operating Revenues.—Concluded.**

Brought forward . . . . .	\$105,729.07
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$300.00
Rent of buildings and other property . . . . .	562.90
Total revenue from operations other than transportation . . . . .	862.90
Total operating revenues . . . . .	\$106,591.97

**Operating Expenses.****Way and structures:**

Superintendence of way and structures . . . . .	\$735.00
Maintenance of way . . . . .	12,986.81
Maintenance of electric lines . . . . .	2,590.08
Buildings and structures . . . . .	641.37
Total—way and structures . . . . .	\$16,953.26

**Equipment:**

Superintendence of equipment . . . . .	\$267.20
Maintenance of cars and locomotives . . . . .	3,163.02
Maintenance of electric equipment of cars and locomotives . . . . .	2,651.33
Miscellaneous equipment expenses . . . . .	270.55
Total—equipment . . . . .	\$6,352.10

**Traffic:**

Traffic expenses . . . . .	\$3,189.77
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**Conducting transportation:**

Superintendence of transportation . . . . .	\$2,839.45
Group I—power—	
Power purchased . . . . .	24,060.80
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	18,210.69
Miscellaneous transportation expenses . . . . .	1,975.04
Total—conducting transportation . . . . .	\$47,085.98

**General and miscellaneous:**

General expenses . . . . .	\$4,335.70
Injuries and damage . . . . .	5,180.52
Insurance . . . . .	806.00
Stationery and printing . . . . .	354.20
Store and stable expenses . . . . .	455.80
Total—general and miscellaneous . . . . .	\$11,132.22

<b>Operating Expenses.—<i>Concluded.</i></b>	
Recapitulation of expenses:	
Way and structures . . . . .	\$16,953.26
Equipment . . . . .	6,352.10
Traffic . . . . .	3,189.77
Conducting transportation . . . . .	47,085.98
General and miscellaneous . . . . .	11,132.22
Total operating expenses . . . . .	<u>\$84,713.33</u>
Ratio of operating expenses to operating revenues, 79.47%.	

### Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$589,024.43	Cost of road .....	\$538,145.87
111,907.91	Cost of equipment .....	111,947.42
40,000.00	General expenditures .....	40,000.00
.....	Cash and current assets.....	12,226.98
47,177.49	Sinking funds .....	54,507.73
15,319.30	Deficit .....	39,973.74
<u>\$803,429.13</u>	Total .....	<u>\$796,801.74</u>
LIABILITIES.		
\$375,000.00	Capital stock, common.....	2,794.01
300,000.00	Funded debt .....	\$375,000.00
38,251.64	Current liabilities .....	300,000.00
.....	Accrued liabilities:	.....
.....	Taxes accrued and not yet due.	.....
43,000.00	Reserves for depreciation .....	64,500.00
47,177.49	Reserves for sinking fund.....	54,507.73
<u>\$803,429.13</u>	Total .....	<u>\$796,801.74</u>

### Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	397,800
Freight, mail, and express car mileage . . . . .	7,400
Total car mileage . . . . .	<u>405,200</u>

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**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car hours . . . . .	35,380
Freight, mail, and express car hours . . . . .	1,035
Total car hours . . . . .	36,415
Regular fare passengers carried . . . . .	2,100,384
Passenger revenue . . . . .	\$103,610.26
Average fare, revenue passengers . . . . .	.04933
Average fare, all passengers . . . . .	.04933
Total revenue from transportation . . . . .	105,729.07
Revenue from transportation per car mile . . . . .	.26093
Revenue from transportation per car hour . . . . .	2.90345
Total revenue from operations other than transportation . . . . .	\$62.90
Revenue from operations other than transportation per car mile . . . . .	.00213
Revenue from operations other than transportation per car hour . . . . .	.02370
Total operating revenues . . . . .	106,591.97
Operating revenues per car mile . . . . .	.26306
Operating revenues per car hour . . . . .	2.92715
Total operating expenses . . . . .	\$4,713.33
Operating expenses per car mile . . . . .	.20907
Operating expenses per car hour . . . . .	2.32633

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**Employees.**

General administration:	
General officers . . . . .	1
General office clerks . . . . .	3
Maintenance:	
Superintendents . . . . .	1
Other employees . . . . .	14
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	36
Total . . . . .	56
Aggregate salaries and wages paid . . . . .	\$40,315.04

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## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	12	9	21
Open passenger cars.....	15	..	15
Total passenger cars...	27	9	36
Work cars .....	2	..	2
Snow plows .....	1	2	3
Total cars of all classes	30	11	41

## Accidents to Persons.

None.

# REPORT

OF THE

## EXETER, HAMPTON AND AMESBURY STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Exeter, Hampton and Amesbury Street Railway.

Date of organization: April 1, 1908.

Organized under laws of State of New Hampshire.

Not a consolidated company.

Original corporation: Exeter, Hampton and Amesbury Street Railway Company; organized under special charter.

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### Principal Officers.

President . . . .	Allen Hollis . . .	Concord, N. H.
Vice-President . .	Charles H. Tenney .	Springfield, Mass.
Clerk . . . . .	John Scammon . . .	Exeter, N. H.
Secretary . . . .	Horace P. Wood . .	Boston, Mass.
Treasurer . . . .	Elihu A. Bradley . .	Boston, Mass.
Auditor . . . . .	Herbert A. Gidney .	Boston, Mass.
Asst. Treasurer . .	Everett P. Weeks . .	Hampton, N. H.
Manager . . . . .	John MacAdams . . .	Hampton, N. H.

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### Directors.

Charles H. Tenney . . . .	Springfield, Mass.
Vernon E. Helme . . . . .	Kingston, R. I.
Allen Hollis . . . . .	Concord, N. H.
Thomas L. Perkins . . . .	Hampton, N. H.
Ernest G. Cole . . . . .	Hampton, N. H.
John Templeton . . . . .	Exeter, N. H.
John Scammon . . . . .	Exeter, N. H.

Term expires third Tuesday in September.

The directors are elected each year at the annual meeting which is held on the third Tuesday in September, and hold office from one year from that date and until others are chosen and qualified in their stead.

### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: October 26, 1911.

Date of last closing of stock books before end of year: not closed.

Total number of stockholders, one.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations, transportation or other, controlling the respondent on June 30, 1912: Sole, direct control of Exeter Railway & Lighting Company.

The manner in which control was established: Ownership of stock and bonds.

The extent of control: 100%.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	20.721 miles
Miles of sidings and turnouts . . . . .	.883

Total mileage operated (all tracks) . . . . .	21.606 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track) . . . . .	20.721 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track) . . . . .	20.721 miles
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**Capital Stock.**
**Capital stock, common:**

Number of shares authorized . . . . .	1,370
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	137,000.00
Total par value not held . . . . .	137,000.00
Dividends declared during year . . . . .	None

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**Funded Debt.****Mortgage bonds:**

Date of issue, April 1, 1908.

Date of maturity, April 1, 1928.

Total par value authorized and outstanding . . . . . \$113,000.00

Total par value not held . . . . . 113,000.00

**Interest—**

Amount accrued and paid during year . . . . . 5,650.00

Rate, 5%.

Payable, April 1 and October 1.

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**Recapitulation of Capitalization.**
**Capital stock:**

Total par value outstanding . . . . . \$137,000.00

Amount per mile of line . . . . . 6,611.65

**Funded debt:**

Total par value outstanding . . . . . 113,000.00

Amount per mile of line . . . . . 5,453.40

Total par value outstanding . . . . . 250,000.00

Total amount per mile of line . . . . . 12,065.05

Number of miles, 20.721.

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**Current Assets and Liabilities.**
**Cash and current assets:**

Cash . . . . . \$4,148.60

Bills receivable . . . . . 3,000.00

Accounts receivable . . . . . 2,441.22

Materials and supplies . . . . . 2,019.71

Prepaid accounts . . . . . 925.61

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Total . . . . . \$12,535.14

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**Current liabilities:**

Accounts payable . . . . . \$1,869.98

Balance—cash assets . . . . . 10,665.16

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Total . . . . . \$12,535.14

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### Security for Funded Debt.

First mortgage, 5% 20-year gold bonds:	
Road mortgaged—entire road . . . . .	20.721 miles
Amount of mortgage per mile of line . . . . .	\$5,453.40
Property, etc., covered by mortgage:	
All real and personal property, rights, and franchises now possessed or hereafter to be acquired.	

### Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Track and roadway.....	\$140,685.09	\$61.64	.....	\$140,746.73
Roadway tools .....	2,201.09	70.92	.....	2,272.01
Electric line .....	60,802.89	97.96	.....	60,900.85
General office buildings...	432.83	19.30	.....	452.13
Land and buildings.....	32,485.60	257.54	\$500.00	32,243.14
Total .....	\$236,607.50	\$507.36	\$500.00	\$236,614.86
Equipment:				
Cars .....	\$21,952.10	.....	.....	\$21,952.10
Electric equipment of cars	22,917.24	.....	.....	22,917.24
Miscellaneous equipment..	73.78	.....	.....	73.78
Total .....	\$44,943.12	.....	.....	\$44,943.12
Recapitulation:				
Road .....	\$236,607.50	\$507.36	\$500.00	\$236,614.86
Equipment .....	44,943.12	.....	.....	44,943.12
Total .....	\$281,550.62	\$507.36	\$500.00	\$281,557.98
Cost of road per mile of line .....				
Cost of equipment per mile of line .....				\$11,419.09
				2,168.96
Total per mile of line...				\$13,588.05

### Income Account.

Operating revenues . . . . .	\$53,758.49
Operating expenses . . . . .	44,186.82
Net operating revenue . . . . .	\$9,571.67
(Carried forward)	

<b>Income Account.—Concluded.</b>	
Brought forward . . . . .	\$9,571.67
Miscellaneous income:	
Interest on deposits . . . . . \$116.46	
Other miscellaneous income* . . . . . 60.72	
	177.18
Gross income less operating expenses . . . . .	\$9,748.85
Deductions from income:	
Taxes on real and personal property \$1,159.39	
Interest on funded debt . . . . . 5,650.00	
Other deductions† . . . . . 1,463.41	
Total deductions . . . . .	8,272.80
Surplus for year . . . . .	\$1,476.05
Surplus at beginning of year . . . . .	39,563.34
Total surplus . . . . .	\$41,039.39
Adjustments—	
Debits . . . . .	111.09
Surplus at close of year . . . . .	\$40,928.30

### Operating Revenues.

Revenue from transportation:	
Passenger revenue . . . . .	\$49,858.64
Parlor, chair, and special car revenue . . . . .	437.00
Mail revenue . . . . .	640.37
Express revenue . . . . .	569.13
Total revenue from transportation . . . . .	51,505.14
Revenue from operations other than transportation:	
Station and car privileges . . . . . \$428.00	
Rents of tracks and terminals . . . . . 1,092.20	
Rents of buildings and other property . . . . . 5.00	
Street lighting . . . . . 54.59	
Miscellaneous . . . . . 673.56	
Total revenue from operations other than transportation . . . . .	2,253.35
Total operating revenues . . . . .	\$53,758.49

\*Other miscellaneous income, \$60.72, consists of cash discounts saved by prompt payments on invoices for operating materials.

†Other deductions from income, \$1,463.41, represents the net deficit from the operation of the casino property at Hampton Beach.

### Operating Expenses.

Way and structures:	
Maintenance of way . . . . .	\$3,390.38
Maintenance of electric lines . . . . .	2,514.65
Buildings and structures . . . . .	722.78
Total—way and structures . . . . .	\$6,627.81
Equipment:	
Maintenance of cars and locomotives . . . . .	\$2,240.76
Maintenance of electric equipment of cars and locomotives . . . . .	1,655.98
Miscellaneous equipment expenses . . . . .	1,456.40
Total—equipment . . . . .	\$5,353.14
Traffic:	
Traffic expenses . . . . .	\$99.58
Conducting transportation:	
Superintendence of transportation . . . . .	\$1,977.05
Group I—power—	
Power purchased . . . . .	8,511.30
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	11,111.78
Miscellaneous transportation expenses . . . . .	4,405.82
Total—conducting transportation . . . . .	\$26,005.95
General and miscellaneous:	
General expenses . . . . .	\$2,617.76
Injuries and damages . . . . .	1,499.73
Insurance . . . . .	625.61
Stationery and printing . . . . .	137.24
Rents of tracks and terminals . . . . .	1,220.00
Total—general and miscellaneous . . . . .	\$6,100.34
Recapitulation of expenses:	
Way and structures . . . . .	\$6,627.81
Equipment . . . . .	5,353.14
Traffic . . . . .	99.58
Conducting transportation . . . . .	26,005.95
General and miscellaneous . . . . .	6,100.34
Total operating expenses . . . . .	\$44,186.82
Ratio of operating expenses to operating revenues, 82.20%.	

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$236,607.50	Cost of road.....	\$236,614.86
44,943.12	Cost of equipment.....	44,943.12
11,383.70	Cash and current assets.....	12,535.14
	Other assets:	
8,659.16	Sinking and other special funds .....	8,759.42
400.08	General suspense .....	.....
139.86	Forestry .....	229.07
<u>\$302,133.42</u>	Total .....	<u>\$303,081.61</u>
	LIABILITIES.	
\$137,000.00	Capital stock, common.....	\$137,000.00
113,000.00	Funded debt .....	113,000.00
2,175.94	Current liabilities .....	1,869.98
	Accrued liabilities:	
124.78	Taxes accrued and not yet due	121.32
	Interest on funded debt accrued and not yet due.....	
1,412.50	Reserves .....	1,412.50
8,856.86	Surplus .....	8,749.51
39,563.34		40,928.30
<u>\$302,133.42</u>	Total .....	<u>\$303,081.61</u>

## Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	261,609.38
Freight, mail, and express car mileage . . . . .	4,804.69
Total car mileage . . . . .	<u>266,414.07</u>
Passenger car hours . . . . .	22,237
Freight, mail, and express car hours . . . . .	383
Total car hours . . . . .	<u>22,620</u>
Regular fare passengers carried . . . . .	884,531
Revenue transfer passengers carried . . . . .	4,581
Total revenue passengers carried . . . . .	<u>889,112</u>
Passenger revenue . . . . .	<u>\$49,858.64</u>



### Mileage, Traffic, and Miscellaneous Statistics. —*Concluded.*

Average fare, revenue passengers . . . . .	\$0.05608
Average fare, all passengers . . . . .	.05608
Total revenue from transportation . . . . .	51,505.04
Revenue from transportation per car mile . . . . .	.19333
Revenue from transportation per car hour . . . . .	2.27697
Total revenue from operations other than transportation . . . . .	2,253.35
Revenue from operations other than transportation per car mile . . . . .	.00846
Revenue from operations other than transportation per car hour . . . . .	.09962
Total operating revenues . . . . .	53,758.49
Operating revenues per car mile . . . . .	.20179
Operating revenues per car hour . . . . .	2.37659
Total operating expenses . . . . .	44,186.82
Operating expenses per car mile . . . . .	.16586
Operating expenses per car hour . . . . .	1.95344

### Employees.

General administration:	
General officers . . . . .	6
General office clerks . . . . .	1
Maintenance:	
Other employees . . . . .	10
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	24
Total . . . . .	42
Aggregate salaries and wages paid . . . . .	\$24,155.34

## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	5	..	5
Open passenger cars .....	11	..	11
Combination closed and open passenger cars.....	1	..	1
Total passenger cars.....	17	..	17
Express cars .....	1	..	1
Work cars.....	2	..	2
Snow plows .....	3	..	3
Overhead tower car.....	1	..	1
Total cars of all classes	24	..	24

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	2	2
Employees .....	..	1	1
Other persons .....	..	..	..
Total .....	..	3	3

# REPORT

OF THE

## HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Haverhill, Plaistow & Newton Street Railway Company.

Date of organization: July, 1901.

Under laws of what government, state, or territory organized? State of New Hampshire.

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### Principal Officers.

Chairman of the Board and President . . .	David A. Belden . .	Haverhill, Mass.
Vice-President . . .	Samuel W. Emery .	Boston, Mass.
Secretary . . . .	Samuel W. Emery .	Boston, Mass.
Treasurer . . . .	Samuel P. Russell .	Haverhill, Mass.
General Solicitor and Attorney . . . .	Samuel W. Emery .	Boston, Mass.
Auditor . . . . .	Samuel P. Russell .	Haverhill, Mass.
General Manager . .	Franklin Woodman .	Haverhill, Mass.
General Superintendent	Hector W. McKay .	Amesbury, Mass.

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### Directors.

David A. Belden . . . .	Haverhill, Mass.
Guy H. LaSuer . . . .	Haverhill, Mass.
Raymond F. Smith . . .	Haverhill, Mass.
Samuel W. Emery . . . .	Boston, Mass.
John S. Whitaker . . . .	Portsmouth, N. H.

Term expires when successor is appointed

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
August 26, 1911.

Date of last closing of stock books before end of year: August  
26, 1911.

Total number of stockholders of record: 6.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election  
of directors.

No other corporation or corporations, transportation or other,  
controlled the respondent on June 30, 1912.

Individual, association, or corporation, as trustee, which con-  
trolled the respondent on June 30, 1912: New York Trust Com-  
pany, New York, N. Y.

The name of the beneficiary or beneficiaries for whom the  
trust was maintained: New Hampshire Electric Railways,—a  
trust of similar nature to Massachusetts Electric Trnst. Title  
is vested in trustee. Property is represented by shares having  
incidents of corporate shares.

New Hampshire Electric Railways owns all but five shares of  
the stock of the above named street railway company.

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### Road Operated.

Line owned—

In Plaistow:

From Haverhill line to Newton line . . .	2.96 miles
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In Newton:

From Plaistow line to Amesbury line . . .	5.19
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Total line owned (single track) . . .	8.15 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	8.15 miles
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Miles of sidings and turnouts . . . . .	.32
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Total mileage operated (all tracks) . . .	8.47 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track) . . .	8.15 miles
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**Mileage of Line Owned.**

(By States.)

New Hampshire (single track)	. . . . .	8.15 miles
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**Capital Stock.**

## Capital stock:

Number of shares authorized	. . . . .	2,250
Par value of one share	. . . . .	\$100.00
Total par value authorized and outstanding	. . . . .	225,000.00
Total par value not held	. . . . .	225,000.00
Dividends declared during year	. . . . .	None

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**Funded Debt.**

## Mortgage bonds:

Date of issue, 1908.

Date of maturity, 1928.

Total par value authorized and outstanding	. . . . .	\$145,000.00
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Total par value not held	. . . . .	145,000.00
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## Interest—

Amount accrued during year	. . . . .	7,250.00
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Amount paid during year	. . . . .	21,750.00
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Rate, 5%.

Payable, January 1 and July 1.

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**Recapitulation of Capitalization.**

## Capital stock:

Total par value outstanding	. . . . .	\$225,000.00
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Amount per mile of line	. . . . .	27,607.37
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## Funded debt:

Total par value outstanding	. . . . .	145,000.00
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Amount per mile of line	. . . . .	17,791.41
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Total par value outstanding	. . . . .	370,000.00
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Total amount per mile of line	. . . . .	45,398.77
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Number of miles, 8.15.

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**Current Assets and Liabilities.**

## Cash and current assets:

Cash	. . . . .	\$126.00
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Accounts receivable	. . . . .	14,606.91
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Materials and supplies	. . . . .	29.96
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Prepaid accounts	. . . . .	90.00
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Total	. . . . .	\$14,852.87
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Balance—cash assets	. . . . .	\$14,852.87
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### Security for Funded Debt.

#### Mortgage bonds:

Road mortgaged from Plaistow to Newton .	8.15 miles
Amount of mortgage per mile of line . . .	\$17,791.41
All properties, franchises, rights and income mortgaged.	

### Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Total cost to June 30, 1912.
Road:			
Engineering and superintendence .....	\$9,132.73	.....	\$9,132.73
Right of way .....	3,565.70	.....	3,565.70
Other land used in electric railway operations.....	6,000.00	.....	6,000.00
Grading .....	25,000.00	.....	25,000.00
Ballast .....	6,000.00	.....	6,000.00
Ties .....	7,400.00	.....	7,400.00
Rails, rail fastenings, and joints .....	35,000.00	.....	35,000.00
Special work .....	3,400.00	.....	3,400.00
Paving .....	12,000.00	.....	12,000.00
Track laying and surfacing .....	12,588.69	.....	12,588.69
Roadway tools .....	900.00	.....	900.00
Bridges, trestles, and culverts .....	2,000.00	.....	2,000.00
Crossings, fences, cattle guards, and signs.....	3,300.00	.....	3,300.00
Interlocking and other signal apparatus .....	900.00	.....	900.00
Telegraph and telephone lines .....	746.80	.....	746.80
Poles and fixtures .....	5,200.00	.....	5,200.00
Transmission system.....	9,500.00	.....	9,500.00
Distribution system.....	25,284.62	.....	25,284.62
Substation buildings.....	12,000.00	.....	12,000.00
Shops and carhouses.....	18,601.66	.....	18,601.66
Stations, waiting rooms, and miscellaneous buildings .....	500.00	.....	500.00
Substation equipment .....	56,169.37	.....	56,169.37
Shop equipment .....	1,638.90	.....	1,638.90
Total .....	\$256,848.47	.....	\$256,848.47

Expenditures for Road, Equipment, Etc.—*Concluded.*

Equipment:			
Cars .....	\$51,039.09	.....	\$51,039.09
Electric equipment of cars.	45,944.37	.....	45,944.37
Other rail equipment.....	3,000.00	.....	3,000.00
Total .....	\$99,983.46	.....	\$99,983.46
Recapitulation:			
Road .....	\$256,848.47	.....	\$256,848.47
Equipment .....	99,983.46	.....	99,983.46
Total .....	\$356,831.93	.....	\$356,831.93
Cost of road per mile of line.....		.....	\$31,515.15
Cost of equipment per mile of line .....		.....	12,267.91
Total per mile of line....		.....	\$43,783.06

## Income Account.

Operating revenues . . . . .		\$36,487.50
Operating expenses . . . . .		29,311.51
Gross income less operating expenses . .		\$7,175.99
Deductions from income:		
Taxes on real and personal property	\$13.30	
Interest on funded debt . . . . .	7,250.00	
Total deductions . . . . .		7,263.30
Net loss . . . . .		\$87.31
Reserves for depreciation . . . . .		7,000.00
Deficit for year . . . . .		\$7,087.31
Deficit at beginning of year . . . . .		14,527.89
Deficit at close of year . . . . .		\$21,615.20

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**Operating Revenues.**

Revenue from transportation:	
Passenger revenue . . . . .	\$35,741.76
Parlor, chair, and special car revenue . . . . .	589.54
Freight revenue . . . . .	.70
<hr/>	
Total revenue from transportation . . . . .	\$36,332.00
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$140.50
Rents of buildings and other property . . . . .	15.00
<hr/>	
Total revenue from operations other than transportation . . . . .	155.50
<hr/>	
Total operating revenues . . . . .	\$36,487.50

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**Operating Expenses.**

Way and structures:	
Superintendence of way and structures . . . . .	\$145.65
Maintenance of way . . . . .	2,440.54
Maintenance of electric lines . . . . .	885.60
Buildings and structures . . . . .	110.30
<hr/>	
Total—way and structures . . . . .	\$3,582.09
<hr/>	
Equipment:	
Superintendence of equipment . . . . .	\$95.20
Maintenance of cars and locomotives . . . . .	1,601.50
Miscellaneous equipment expenses . . . . .	101.50
Maintenance of electric equipment of cars and locomotives . . . . .	965.30
<hr/>	
Total—equipment . . . . .	\$2,763.50
<hr/>	
Traffic:	
Traffic expenses . . . . .	\$425.70
<hr/>	
Conducting transportation:	
Superintendence of transportation . . . . .	\$1,402.30
Group I—power—	
Power purchased . . . . .	9,805.22
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	5,604.40
Miscellaneous transportation expenses . . . . .	1,530.11
<hr/>	
Total—conducting transportation . . . . .	\$18,342.03

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Operating Expenses.— <i>Concluded.</i>	
General and miscellaneous:	
General expenses . . . . .	\$1,637.01
Injuries and damages . . . . .	1,787.08
Insurance . . . . .	470.00
Stationery and printing . . . . .	133.20
Store and stable expenses . . . . .	170.90
Total—general and miscellaneous . . . . .	\$4,198.19
Recapitulation of expenses:	
Way and structures . . . . .	\$3,582.09
Equipment . . . . .	2,763.50
Traffic . . . . .	425.70
Conducting transportation . . . . .	18,342.03
General and miscellaneous . . . . .	4,198.19
Total operating expenses . . . . .	\$29,311.51
Ratio of operating expenses to operating revenues, 80.33%.	

### Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$256,848.47	Cost of road.....	\$256,848.47
99,983.46	Cost of equipment.....	99,983.46
29,440.18	Cash and current assets.....	14,852.87
14,527.89	Deficit .....	21,615.20
\$400,800.00	Total .....	\$393,300.00
	LIABILITIES.	
\$225,000.00	Capital stock, common.....	\$225,000.00
145,000.00	Funded debt .....	145,000.00
14,500.00	Current liabilities .....	.....
16,300.00	Reserves for depreciation.....	23,300.00
\$400,800.00	Total .....	\$393,300.00

**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car mileage . . . . .	151,400
Passenger car hours . . . . .	11,123
Regular fare passengers carried . . . . .	726,756
Passenger revenue . . . . .	\$35,741.76
Average fare, revenue passengers . . . . .	.04918
Average fare, all passengers . . . . .	.04918
Total revenue from transportation . . . . .	36,332.00
Revenue from transportation per car mile . . . . .	.23997
Revenue from transportation per car hour . . . . .	3.26638
Total revenue from operations other than transportation . . . . .	155.50
Revenue from operations other than transportation per car mile . . . . .	.00103
Revenue from operations other than transportation per car hour . . . . .	.01398
Total operating revenues . . . . .	36,487.50
Operating revenues per car mile . . . . .	.24100
Operating revenues per car hour . . . . .	3.28036
Total operating expenses . . . . .	29,311.51
Operating expenses per car mile . . . . .	.19360
Operating expenses per car hour . . . . .	2.63522
Aggregate salaries and wages paid . . . . .	\$18,756.94

**Employees.**

<b>General administration:</b>	
General officers . . . . .	1½
General office clerks . . . . .	1
<b>Maintenance:</b>	
Superintendents . . . . .	1
Other employees . . . . .	10
<b>Transportation:</b>	
Superintendents . . . . .	1½
Other employees . . . . .	16
Total . . . . .	29
Aggregate salaries and wages paid . . . . .	\$18,756.94

## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	5	2	7
Open passengers cars.....	14	..	14
Total passenger cars....	19	2	21
Work cars .....	..	1	1
Snow plows .....	1	..	1
Total cars of all classes	20	3	23

## Accidents to Persons.

None.

# REPORT

OF THE

## HUDSON, PELHAM & SALEM STREET RAILWAY COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Hudson, Pelham & Salem Street Railway Company.

Date of organization: July, 1907.

Under laws of what government, state, or territory organized? State of New Hampshire.

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### Principal Officers.

Chairman of the Board and President . . .	David A. Belden . .	Haverhill, Mass.
Vice-President . . .	Samuel W. Emery . .	Boston, Mass.
Secretary . . . .	Samuel W. Emery . .	Boston, Mass.
Treasurer . . . .	Samuel P. Russell . .	Haverhill, Mass.
General Solicitor and Attorney . . . .	Samuel W. Emery . .	Boston, Mass.
Auditor . . . .	Samuel P. Russell . .	Haverhill, Mass.
General Manager . .	Franklin Woodman . .	Haverhill, Mass.
General Superintendent	John H. Matthews . .	Salem, N. H.

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### Directors.

David A. Belden . . . .	Haverhill, Mass.
Guy H. LaSuer . . . .	Haverhill, Mass.
Raymond F. Smith . . . .	Haverhill, Mass.
Samuel W. Emery . . . .	Boston, Mass.
John S. Whitaker . . . .	Portsmouth, N. H.

Term expires when successor is appointed.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: August 26, 1911.

Date of last closing of stock books before end of year: August 26, 1911.

Number of stockholders of record: 6.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

Individual, association, or corporation, as trustee, which controlled the respondent on June 30, 1912: New York Trust Company, New York, N. Y.

The name of the beneficiary, or beneficiaries for whom the trust was maintained: New Hampshire Electric Railways,—a trust of similar nature to Massachusetts Electric Trust. Title is vested in trustee. Property is represented by shares having incidents of corporate shares.

New Hampshire Electric Railways owns all but five shares of the above named street railway company.

Road Operated.	
Line owned:	
Hudson, Pelham & Salem Street Railway Co.	
In Hudson:	
From Hudson Bridge to Pelham line . . . . .	4.17 miles
In Pelham:	
From Hudson line to Salem line . . . . .	7.24
From Pelham Center to Dracut line . . . . .	3.14
From Titcomb's Junction to Methuen line . . . . .	1.45
	11.83
In Salem:	
From Pelham line to Methuen line at Wilson's Corner . . . . .	5.89
From Canobie Lake to Methuen line at Hampshire road . . . . .	5.02
	10.91
Total line owned (single track) . . . . .	26.91
Line operated under trackage rights:	
Bay State Street Railway Company—	
Hudson Bridge to Nashua . . . . .	1.19
Total mileage operated (single track) . . . . .	28.10 miles

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**Mileage of Road Operated.**
**Line owned:**

Miles of single track . . . . .	26.91 miles
Miles of second track . . . . .	1.43
Miles of sidings and turnouts . . . . .	1.07
<hr/>	
Total mileage owned . . . . .	29.41
Line operated under trackage rights . . . . .	1.19
<hr/>	
Total mileage operated (all tracks) . . . . .	30.60 miles

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**Mileage of Line Operated.****Mileage of line owned and operated, by states:**

New Hampshire, owned . . . . .	26.91 miles
New Hampshire, operated under trackage rights . . . . .	1.19

Total mileage operated in New Hampshire (single track) . . . . .	28.10 miles
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**Mileage of Line Owned.**

(By States.)

New Hampshire (single track) . . . . .	26.91 miles
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**Capital Stock.****Capital stock, common:**

Number of shares authorized . . . . .	2,000
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	200,000.00
Total par value not held . . . . .	200,000.00
Dividends declared during year . . . . .	None

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**Funded Debt.****Mortgage bonds:**

Date of issue, 1907.	
Date of maturity, 1927.	
Total par value authorized and outstanding . . . . .	\$200,000.00
Total par value not held . . . . .	200,000.00

(Continued)

Funded Debt.— <i>Concluded.</i>	
Interest—	
Amount accrued during year . . . .	10,000.00
Amount paid during year . . . .	50,000.00
Rate, 5%.	
Payable, January 1 and July 1.	

Recapitulation of Capitalization.	
Capital stock:	
Total par value outstanding . . . .	\$200,000.00
Amount per mile of line . . . .	7,432.18
Funded debt:	
Total par value outstanding . . . .	200,000.00
Amount per mile of line . . . .	7,432.18
Total par value outstanding . . . .	400,000.00
Total amount per mile of line . . . .	14,864.36
Number of miles, 26.91.	

Current Assets and Liabilities.	
Current assets:	
Cash . . . . .	\$126.00
Accounts receivable . . . . .	90.83
Materials and supplies . . . . .	102.97
Prepaid accounts . . . . .	200.00
Total—cash and current assets . . . .	\$519.80
Balance—current liabilities . . . . .	80,665.83
Total . . . . .	\$81,185.63
Current liabilities:	
Loans and notes payable . . . . .	\$81,000.00
Accounts payable . . . . .	185.63
Total . . . . .	\$81,185.63

Security for Funded Debt.	
Mortgage bonds:	
Road mortgaged—entire road . . . .	26.91 miles
Amount of mortgage per mile of line . . . .	\$7,432.18
All properties, franchises, rights and income mortgaged.	

## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Right of way.....	\$7,000.00	.....	.....	\$7,000.00
Other land used in electric railway operations.....	3,000.00	.....	.....	3,000.00
Grading .....	1,000.00	.....	.....	1,000.00
Ballast .....	10,000.00	.....	.....	10,000.00
Ties .....	23,000.00	.....	.....	23,000.00
Rails, rail fastenings, and joints .....	90,000.00	.....	.....	90,000.00
Special work.....	3,600.00	.....	.....	3,600.00
Track laying and surfacing	24,698.00	.....	.....	24,698.00
Roadway tools .....	2,000.00	.....	.....	2,000.00
Bridges, trestles, and cul- verts .....	1,000.00	.....	.....	1,000.00
Crossings, fences, cattle guards, and signs.....	1,400.00	.....	.....	1,400.00
Interlocking and other signal apparatus .....	2,400.00	.....	.....	2,400.00
Telegraph and telephone lines .....	2,031.30	.....	.....	2,031.30
Poles and fixtures.....	14,000.00	.....	.....	14,000.00
Distribution system.....	28,333.90	.....	.....	28,333.90
Substation buildings.....	25,000.00	.....	.....	25,000.00
Shops and carhouses.....	37,673.73	.....	.....	37,673.73
Stations, waiting rooms, and miscellaneous build- ings .....	500.00	.....	.....	500.00
Substation equipment ....	46,500.00	.....	.....	46,500.00
Shop equipment.....	979.71	\$698.63	.....	1,678.34
Total .....	\$324,116.64	\$698.63	.....	\$324,815.27
Equipment:				
Cars .....	\$39,061.32	.....	\$646.00	\$38,415.32
Electric equipment of cars	30,563.97	.....	.....	30,563.97
Other rail equipment.....	7,396.93	.....	.....	7,396.93
Total .....	\$77,022.22	.....	\$646.00	\$76,376.22
Recapitulation:				
Road .....	\$324,116.64	\$698.63	.....	\$324,815.27
Equipment .....	77,022.22	.....	\$646.00	76,376.22
Total .....	\$401,138.86	\$698.63	\$646.00	\$401,191.49
Cost of road per mile of line (26.91 miles).....	.....	.....	.....	\$12,070.43
Cost of equipment per mile of line (28.10 miles).....	.....	.....	.....	2,718.01



Income Account.	
Operating revenues . . . . .	\$102,297.79
Operating expenses . . . . .	110,499.89
Net operating loss . . . . .	\$8,202.10
Deductions from income:	
Taxes on real and personal property . . . . .	\$4.41
Interest on funded debt . . . . .	10,000.00
Interest on floating debt . . . . .	900.00
Total deductions . . . . .	10,904.41
Net loss . . . . .	\$19,106.51
Reserves for depreciation . . . . .	20,000.00
Deficit for year . . . . .	\$39,106.51
Deficit at beginning of year . . . . .	96,349.33
Total deficit . . . . .	\$135,455.84
Profit or loss adjustments:	
Debits . . . . .	18.50
Deficit at close of year . . . . .	\$135,474.34
Operating Revenues.	
Revenue from transportation:	
Passenger revenue . . . . .	\$99,909.10
Parlor, chair, and special car revenue . . . . .	1,606.97
Mail revenue . . . . .	451.72
Freight revenue . . . . .	30.00
Total revenue from transportation . . . . .	\$101,997.79
Revenue from operations other than transportation:	
Station and car privileges . . . . .	300.00
Total operating revenues . . . . .	\$102,297.79
Operating Expenses.	
Way and structures:	
Superintendence of way and structures . . . . .	\$378.83
Maintenance of way . . . . .	14,915.47
Carried forward . . . . .	\$15,294.30

<b>Operating Expenses.—Concluded.</b>	
Way and structures brought forward . . . . .	\$15,294.30
Maintenance of electric lines . . . . .	1,518.20
Buildings and structures . . . . .	131.10
Total—way and structures . . . . .	\$16,943.60
Equipment:	
Superintendence of equipment . . . . .	\$135.20
Maintenance of cars and locomotives . . . . .	7,255.40
Maintenance of electric equipment of cars and locomotives . . . . .	5,884.30
Miscellaneous equipment expenses . . . . .	409.10
Total—equipment . . . . .	\$13,684.00
Traffic:	
Traffic expenses . . . . .	\$2,015.20
Conducting transportation:	
Superintendence of transportation . . . . .	\$3,519.90
Group I—power—	
Power purchased . . . . .	33,388.40
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	20,559.80
Miscellaneous transportation expenses . . . . .	4,616.00
Total—conducting transportation . . . . .	\$62,084.10
General and miscellaneous:	
General expenses . . . . .	\$5,223.60
Injuries and damages . . . . .	5,104.53
Insurance . . . . .	1,235.40
Stationery and printing . . . . .	447.00
Store and stable expenses . . . . .	654.20
Rent of tracks and terminals . . . . .	3,108.21
Total—general and miscellaneous . . . . .	\$15,772.99
Recapitulation of expenses:	
Way and structures . . . . .	\$16,943.60
Equipment . . . . .	13,684.00
Traffic . . . . .	2,015.20
Conducting transportation . . . . .	62,084.10
General and miscellaneous . . . . .	15,772.99
Total operating expenses . . . . .	\$110,499.89
Ratio of operating expenses to operating revenues, 108.02%.	

## Comparative General Balance Sheet.

June 30, 1911	ASSETS.	June 30, 1912
\$324,116.64	Cost of road .....	\$324,815.27
77,022.22	Cost of equipment.....	76,376.22
.....	Cash and current assets.....	519.80
96,349.33	Deficit .....	135,474.34
\$497,488.19	Total .....	\$537,185.63
LIABILITIES.		
\$200,000.00	Capital stock, common.....	\$200,000.00
200,000.00	Funded debt .....	200,000.00
58,488.19	Current liabilities.....	81,185.63
39,000.00	Reserves for depreciation.....	56,000.00
\$497,488.19	Total .....	\$537,185.63

### Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	528,000
Freight, mail, and express car mileage . . . . .	100
Total car mileage . . . . .	528,100
Passenger car hours . . . . .	39,022
Freight, mail, and express car hours . . . . .	11
Total car hours . . . . .	39,033
Regular fare passengers carried . . . . .	1,939,153
Passenger revenue . . . . .	\$99,909.10
Average fare, revenue passengers . . . . .	.05152
Average fare, all passengers . . . . .	.05152
Total revenue from transportation . . . . .	101,997.79
Revenue from transportation per car mile . . . . .	.19314
Revenue from transportation per car hour . . . . .	2.61312
Total revenue from operations other than transportation . . . . .	300.00
Revenue from operations other than transportation per car mile . . . . .	.00057
Revenue from operations other than transportation per car hour . . . . .	.00768

### Mileage, Traffic, and Miscellaneous Statistics.

--Concluded.

Total operating revenues . . . . .	\$102,297.78
Operating revenues per car mile . . . . .	.19371
Operating revenues per car hour . . . . .	2.62080
Total operating expenses . . . . .	110,499.89
Operating expenses per car mile . . . . .	.20924
Operating expenses per car hour . . . . .	2.83094

### Employees.

General administration:	
General officers . . . . .	1
General office clerks . . . . .	2
Maintenance:	
Superintendents . . . . .	1
Other employees . . . . .	27
Transportation:	
Superintendents . . . . .	..
Other employees . . . . .	51
Total . . . . .	82
Aggregate salaries and wages paid . . . . .	\$61,696.83

### Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	..	8	8
Open passenger cars.....	15	..	15
Total passenger cars...	15	8	23
Work cars .....	1	..	1
Snow plows .....	..	4	4
Total cars of all classes.	16	12	28

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	7	7
Employees .....	..	..	..
Other persons .....	..	..	..
Total .....	..	7	7

# REPORT

## OF THE

# KEENE ELECTRIC RAILWAY COMPANY

### YEAR ENDING JUNE 30, 1912.

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#### History.

Exact name of common carrier making this report: The Keene Electric Railway Company.

Date of organization: March 7, 1899.

Under laws of what government, state, or territory organized?  
State of New Hampshire.

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#### Principal Officers.

President . . . .	Charles Warren . .	Boston, Mass. Journal Building.
Secretary . . . .	Clarence L. Wyman .	Keene, N. H.
Treasurer . . . .	T. Russell Robinson .	Uxbridge, Mass.
Auditor . . . .	Chas. E. Stanwood .	Boston, Mass. 35 Federal St.
General Manager .	Thomas T. Robinson	Boston, Mass. 178 Devonshire St.
Gen. Superintendent	Clarence L. Wyman .	Keene, N. H.

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#### Directors.

Charles Warren, . . . .	Boston, Mass. Journal Building.
T. Russell Robinson . . . .	Uxbridge, Mass.
Thomas T. Robinson . . . .	Boston, Mass. 178 Devonshire St.
Samuel E. Winslow . . . .	Worcester, Mass.
Louis P. Howe . . . .	Marlboro, Mass.
George A. Litchfield . . . .	Keene, N. H.
Charles O. Whitney . . . .	Marlboro, N. H.
Term expires third Monday in August.	

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: August 22, 1910.

Total number of stockholders of record: 10.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

Individual, association, or corporation, as trustee, which controlled the respondent on June 30, 1912. Granite State Association, Nashua Trust Company, trustee.

The name of the beneficiary or beneficiaries for whom the trust was maintained; Sundry shareholders, a list of whom is not filed with the railway company.

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### Road Operated.

Line owned:

The Keene Electric Railway Company, Keene to Marlboro and Keene to Swanzey Factory .	8.34 miles
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Total mileage operated (single track) . . .	8.34 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	8.34 miles
Miles of sidings and turnouts . . . . .	.24

Total mileage operated (all tracks) . . .	8.58 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track) . . . . .	8.34 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track) . . . . .	8.34 miles
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**Capital Stock.****Capital stock, common:**

Number of shares authorized . . . .	2,200
Par value of one share . . . .	\$100.00
Total par value authorized . . . .	220,000.00
Total par value outstanding . . . .	145,000.00
Total par value not held . . . .	145,000.00
Dividends declared during year . . . .	None

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## Funded Debt

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized and out- standing.	Total par value held in treasury.	Total par value not held.	INTEREST.			
	Date of issue.	Date of matu- rity.				Rate	When pay- able.	Amount accrued during the year.	Amount paid dur- ing the year.
Mortgage bonds:									
First mortgage...	Oct. 1900	Oct. 1920	\$80,000	.....	\$80,000	5%	Oct. & April	\$4,000.00	\$4,000.00
Second mortgage.	Jan. 1907	Jan. 1922	60,000	\$5,000	55,000	5%	Jan. & July	3,000.00	3,000.00
Miscellaneous obliga- tions:									
Mortgage notes as- sumed .....	July 1910	July 1915	900	.....	900	6%	Jan. & July	54.00	54.00
Total .....	.....	.....	\$140,900	\$5,000	\$135,900	.....	.....	\$7,054.00	\$7,054.00

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### Recapitulation of Capitalization.

Capital stock:	
Total par value outstanding . . . . .	\$145,000.00
Amount per mile of line . . . . .	17,386.09
Funded debt:	
Total par value outstanding . . . . .	140,900.00
Amount per mile of line . . . . .	16,894.49
Total par value outstanding . . . . .	285,900.00
Total amount per mile of line . . . . .	34,280.58
Number of miles, 8.34.	

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### Current Assets and Liabilities.

Current assets:	
Cash . . . . .	\$400.28
Accounts receivable . . . . .	507.80
Materials and supplies . . . . .	1,401.42
Prepaid interest . . . . .	91.22
Total—cash and current assets . . . . .	\$2,400.72
Balance—current liabilities . . . . .	8,268.53
Total . . . . .	\$10,669.25
Current liabilities:	
Loans and notes payable . . . . .	\$6,035.00
Accounts payable . . . . .	4,634.25
Total . . . . .	\$10,669.25

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### Security for Funded Debt.

First mortgage bonds:	
Road mortgaged—entire line . . . . .	8.34 miles
Amount of mortgage per mile of line . . . . .	\$9,592.33
All property, real and personal, mortgaged.	
Second mortgage bonds:	
Road mortgaged—entire line . . . . .	8.34 miles
Amount of mortgage per mile of line . . . . .	\$7,194.24
All property, real and personal, subject to first mortgage.	

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### Security for Funded Debt.—*Concluded.*

Mortgage notes assumed:

Secured by about 7 acres of land at Swanzey,  
which the company bought—subject to a  
mortgage—for recreation grounds.

### Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
<b>Road:</b>				
Land and buildings....	\$18,938.45	.....	.....	\$18,938.45
Steam plant .....	14,896.19	.....	.....	14,896.19
Electric plant .....	9,729.02	\$630.00	.....	10,359.02
Track and roadway...	83,269.07	.....	\$250.00	83,019.07
Street improvement ..	11,616.16	.....	.....	11,616.16
Overhead construction.	19,206.09	.....	305.00	18,901.09
Engineering, etc.....	12,539.05	.....	.....	12,539.05
Swanzy extension ....	63,882.75	.....	857.14	63,025.61
<b>Total .....</b>	<b>\$234,076.78</b>	<b>\$630.00</b>	<b>\$1,412.14</b>	<b>\$233,294.64</b>
<b>Equipment:</b>				
Cars, trucks and mo- tors .....	\$31,655.82	\$13.56	.....	\$31,669.38
<b>General expenditures:</b>				
Tools and appliances..	\$1,196.05	\$166.70	.....	\$1,362.75
Bond issue and sale..	3,687.89	.....	.....	3,687.89
Park construction....	1,297.28	5,239.25	.....	6,536.53
<b>Total .....</b>	<b>\$6,181.22</b>	<b>\$5,405.95</b>	<b>.....</b>	<b>\$11,587.17</b>
<b>Recapitulation:</b>				
Road .....	\$234,076.78	\$630.00	\$1,412.14	\$233,294.64
Equipment .....	31,655.82	13.56	.....	31,669.38
General expenditures..	6,181.22	5,405.95	.....	11,587.17
<b>Total .....</b>	<b>\$271,913.82</b>	<b>\$6,049.51</b>	<b>\$1,412.14</b>	<b>\$276,551.19</b>
<b>Cost of road per mile of line .....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>\$27,972.98</b>
<b>Cost of equipment per mile of line.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>3,797.29</b>
<b>General expenditures per mile of line.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>1,389.35</b>
<b>Total per mile of line</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>\$33,159.62</b>

### Income Account.

Operating revenues . . . . .		\$31,912.30
Operating expenses . . . . .		20,606.66
Net operating revenue . . . . .		\$11,305.64
Income from securities owned . . . . .		250.00
Gross income less operating expenses . . . . .		\$11,555.64
Deductions from income:		
Taxes . . . . .	\$973.24	
Interest on funded debt . . . . .	7,054.00	
Interest on floating debt . . . . .	444.78	
Total deductions . . . . .		8,472.02
Surplus for year . . . . .		\$3,083.62
Deficit at beginning of year . . . . .		15,301.54
Total deficit . . . . .		\$12,217.92
Profit or loss adjustments during year:		
Credits—		
Pole rentals . . . . .	\$96.00	
Accounts receivable . . . . .	30.00	
	\$126.00	
Debits—		
Correction of material and supply account....	\$150.00	
Sundry accounts properly chargeable to previous year .....	376.42	
Permanent improvement to electric plant.....	299.00	
	\$825.42	
Plant account .....	700.00	
	1,525.42	
		1,399.42
Deficit at close of year . . . . .		\$13,617.34

### Operating Revenues.

Revenue from transportation:		
Passenger revenue . . . . .		\$31,156.06
Baggage revenue . . . . .		22.50
Parlor, chair, and special car revenue . . . . .		221.00
Mail revenue . . . . .		216.74
Total revenue from transportation . . . . .		\$31,616.30
Carried forward)		

<b>Operating Revenues.—<i>Concluded.</i></b>	
Brought forward . . . . .	\$31,616.30
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$200.00
Rents of buildings and other property . . . . .	96.00
Total revenue from operations other than transportation . . . . .	296.00
Total operating revenues . . . . .	\$31,912.30

<b>Railway Funded Debt Owned.</b>	
Funded debt of respondent corporation:	
Second mortgage bonds—	
Par value of funded debt owned, not held in sinking or other funds, pledged . . . . .	\$5,000.00
Interest—	
Amount accrued . . . . .	250.00
Rate, 5%.	

<b>Operating Expenses.</b>	
Way and structures:	
Superintendence of way and structures*	
Maintenance of way . . . . .	\$1,820.15
Maintenance of electric lines . . . . .	163.76
Buildings and structures . . . . .	3.50
Total—way and structures . . . . .	\$1,987.41
Equipment:	
Superintendence of equipment*	
Maintenance of power equipment . . . . .	\$204.17
Maintenance of cars and locomotives . . . . .	379.61
Maintenance of electric equipment of cars and locomotives . . . . .	402.41
Total—equipment . . . . .	\$986.19
Conducting transportation:	
Superintendence of transportation*	
Group I—power—	
Power-plant employees . . . . .	\$819.28
Fuel for power . . . . .	480.29
Other power supplies and expenses . . . . .	11.21
Power purchased . . . . .	5,909.10
Carried forward . . . . .	\$7,219.88

\*One general superintendent, salary \$1,040 per year, entered under general expenses.

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**Operating Expenses.—*Concluded.***

Brought forward . . . . .	\$7,219.88
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	5,484.74
Miscellaneous transportation expenses . . . . .	1,202.32
	<hr/>
Total—conducting transportation . . . . .	\$13,906.94
	<hr/> <hr/>
General and miscellaneous:	
General expenses . . . . .	\$2,818.27
Other operations . . . . .	113.17
Injuries and damages . . . . .	35.00
Insurance . . . . .	573.54
Stationery and printing . . . . .	186.14
	<hr/>
Total—general and miscellaneous . . . . .	\$3,726.12
	<hr/> <hr/>
Recapitulation of expenses:	
Way and structures . . . . .	\$1,987.41
Equipment . . . . .	986.19
Conducting transportation . . . . .	13,906.94
General and miscellaneous . . . . .	3,726.12
	<hr/>
Total operating expenses . . . . .	\$20,606.66
	<hr/> <hr/>
Ratio of operating expenses to operating revenues, 64.57%.	

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## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$234,076.78	Cost of road .....	\$233,294.64
31,655.82	Cost of equipment.....	31,669.38
6,181.22	General expenditures .....	11,587.17
5,000.00	Funded debt owned.....	5,000.00
2,201.97	Cash and current assets.....	2,400.72
15,301.54	Deficit .....	13,617.34
\$294,417.33	Total .....	\$297,569.25
LIABILITIES.		
\$145,000.00	Capital stock, common.....	\$145,000.00
140,000.00	Funded debt .....	140,900.00
8,417.33	Current liabilities.....	10,669.25
	Accrued liabilities:	
1,000.00	Interest on funded debt accrued and not yet due.....	1,000.00
\$294,417.33	Total .....	\$297,569.25

### Mileage, Traffic and Miscellaneous Statistics.

Passenger car mileage . . . . .	132,706
Passenger car hours . . . . .	6,570
Regular fare and revenue transfer passengers carried . . . . .	534,652
Passenger revenue . . . . .	\$31,156.06
Average fare, revenue passengers . . . . .	.05827
Total revenue from transportation . . . . .	31,616.30
Revenue from transportation per car mile . . . . .	.23824
Revenue from transportation per car hour . . . . .	4.81222
Total revenue from operations other than transportation . . . . .	296.00
Revenue from operations other than transportation per car mile . . . . .	.00223
Revenue from operations other than transportation per car hour . . . . .	.04505
Total operating revenues . . . . .	31,912.30
Operating revenues per car mile . . . . .	.24047
Operating revenues per car hour . . . . .	4.85728
Total operating expenses . . . . .	20,606.66
Operating expenses per car mile . . . . .	.15528
Operating expenses per car hour . . . . .	3.13648

Employees.							
General administration:							
General officers	.	.	.	.	.	.	1
General office clerks	.	.	.	.	.	.	1
Maintenance:							
Superintendents	.	.	.	.	.	.	1
Other employees	.	.	.	.	.	.	4
Transportation:							
Other employees	.	.	.	.	.	.	12
Total	.	.	.	.	.	.	19
Aggregate salaries and wages paid							\$10,412.64

## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	4	..	4
Open passenger cars.....	5	..	5
Total passenger cars...	9	..	9
Work cars .....	..	2	2
Snow plows.....	2	..	2
Total cars of all classes.	11	2	13

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	2	2
Employees .....	..	..	..
Other persons .....	..	..	..
Total .....	..	2	2



# REPORT

## OF THE

### LACONIA STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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#### History.

Exact name of common carrier making this report: Laconia Street Railway.

Date of organization: 1882.

Under laws of what government, state or territory organized? Incorporated under laws of New Hampshire. Date of charter, July 27, 1881. Amended, July 11, 1883. Amended, March 31, 1893.

Not a consolidated company.

Not a reorganized company, although name has been changed. The original name was Laconia and Lake Village Horse Railroad.

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#### Principal Officers.

President . . . .	Harry L. Pierce . .	Leominster, Mass.
Secretary . . . .	George P. Munsey .	Laconia, N. H.
Treasurer . . . .	Harry G. Lowe . .	Leominster, Mass.
Attorney . . . .	F. M. Beckford . .	Laconia, N. H.
Auditor . . . .	George P. Munsey .	Laconia, N. H.
Gen. Superintendent	L. S. Pierce . . . .	Laconia, N. H.

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#### Directors.

Harry L. Pierce . . . .	Leominster, Mass.
Harry G. Lowe . . . .	Leominster, Mass.
James H. P. Dyer . . . .	Leominster, Mass.
Charles E. Hudson . . . .	Leominster, Mass.
Edmund Little . . . .	Laconia, N. H.
S. B. Smith . . . .	Laconia, N. H.
L. S. Pierce . . . .	Laconia, N. H.

Elected annually, second Monday in September.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: September 18, 1911, adjourned from September 11, 1911.

Date of last closing of stock books before end of year for which this report is made: June 30, 1912.

Total number of stockholders of record: 35.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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### Road Operated.

Line owned:

Laconia Street Railway, Laconia to Weirs (single track)	8.36 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track	8.36 miles
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Miles of sidings and turnouts	.51
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Total mileage operated (all tracks)	8.87 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track)	8.36 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track)	8.36 miles
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## Capital Stock.

DESCRIPTION.	Number of shares author- ized.	Par value of one share.	Total par value authorized and out- standing.	Total par value not held.
Capital stock:				
Common .....	2,000	\$50	\$100,000	\$100,000
Preferred ....	400	100	40,000	40,000
Total .....	2,400	...	\$140,000	\$140,000

Dividends declared during the year: none.

Funded Debt.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value author- ized and out- standing.	Total par value not held.	INTEREST.			
	Date of issue.	ri- ty. matu- Date of issue.			Rate	When pay- able.	Amount accrued during year.	Amount paid during year.
Mortgage bonds:								
First mortgage.....	1899	1919	\$91,000	\$91,000	5%	May 1 & Nov. 1	\$4,550.00	\$4,550.00
Second mortgage....	1904	1919	40,000	40,000	5%	May 1 & Nov. 1	2,000.00	2,000.00
Total .....	.....	.....	\$131,000	\$131,000	.....	.....	\$6,550.00	\$6,550.00

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### Recapitulation of Capitalization.

## Capital stock:

Total par value outstanding . . . . .	\$140,000.00
Amount per mile of line . . . . .	16,746.41

## Funded debt:

Total par value outstanding . . . . .	131,000.00
Amount per mile of line . . . . .	15,669.86

Total par value outstanding . . . . .	271,000.00
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Total amount per mile of line . . . . .	32,416.27
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Number of miles, 8.36.	
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### Current Assets and Liabilities.

## Cash and current assets:

Cash . . . . .	\$1,305.79
Accounts receivable . . . . .	41.53
Materials and supplies . . . . .	2,846.00
Prepaid accounts . . . . .	549.70

Total—cash and current assets . . . . .	\$4,743.02
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Balance—current liabilities . . . . .	22,089.82
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Total . . . . .	\$26,832.84
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## Current liabilities:

Loans and notes payable . . . . .	\$21,703.86
Accounts payable . . . . .	5,128.98

Total . . . . .	\$26,832.84
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### Security for Funded Debt.

## First and second mortgage bonds:

Road mortgaged—Laconia to Weirs . . . . .	8.36 miles
Amount of mortgage per mile of line . . . . .	\$15,669.86
Equipment and property covered by mortgage.	

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Deductions during year.	Total cost to June 30, 1912.
Road:				
Engineering and legal....	\$3,200.00	.....	.....	\$3,200.00
Other land used in electric railway operations and buildings .....	22,927.92	.....	.....	22,927.92
Roadbed and tracks.....	113,915.03	\$1,575.16	.....	115,490.19
Overhead line .....	27,234.41	.....	\$38.20	27,196.21
Power-plant .....	57,704.06	600.00	.....	58,304.06
Total .....	\$224,981.42	\$2,175.16	\$38.20	\$227,118.38
Equipment:				
Cars, trucks, etc.....	\$30,983.28	.....	.....	\$30,983.28
Electric equipment of cars	20,439.09	.....	.....	20,439.09
Miscellaneous equipment..	5,264.83	.....	.....	5,264.83
Total .....	\$56,687.25	.....	.....	\$56,687.25
Recapitulation:				
Road .....	\$224,981.42	\$2,175.16	\$38.20	\$227,118.38
Equipment .....	56,687.25	.....	.....	56,687.25
Total .....	\$281,668.67	\$2,175.16	\$38.20	\$283,805.63
Cost of road per mile of line .....				\$27,167.27
Cost of equipment per mile of line.....				6,780.77
Total per mile of line...				\$33,948.04

## Income Account.

Operating revenues . . . . .	\$35,751.69
Operating expenses . . . . .	27,775.57
Gross income less operating expenses . .	\$7,976.12
Deductions from income:	
Taxes on real and personal prop- erty . . . . .	\$938.38
Interest—	
On funded debt . . . . .	6,550.00
On floating debt . . . . .	1,006.87
Total deductions . . . . .	8,495.25
Deficit for year . . . . .	\$519.13
Deficit at beginning of year . . . . .	11,011.77
Total deficit . . . . .	\$11,530.90
(Carried forward)	

<b>Income Account.—<i>Concluded.</i></b>	
Total deficit brought forward . . .	\$11,530.90
Profit or loss adjustments during year:	
Credits—	
Adjustments of accounts . . . . .	574.44
Deficit at close of year . . . . .	\$10,956.46
<b>Operating Revenues.</b>	
Revenue from transportation:	
Passenger revenue . . . . .	\$34,751.06
Freight revenue . . . . .	277.13
Total revenue from transportation . . .	\$35,028.19
Revenue from operations other than transportation:	
Miscellaneous—advertising and rents . . .	723.50
Total operating revenues . . . . .	\$35,751.69
<b>Operating Expenses.</b>	
Way and structures:	
Maintenance of roadway and track . . .	\$2,155.80
Maintenance of electric lines . . . . .	204.17
Buildings and structures . . . . .	109.33
Total—way and structures . . . . .	\$2,469.20
Equipment:	
Maintenance of power equipment . . . . .	\$522.84
Maintenance of cars and locomotives . . .	1,317.92
Maintenance of electric equipment of cars and locomotives . . . . .	647.74
Miscellaneous equipment expenses . . . . .	936.95
Total—equipment . . . . .	\$3,425.45
Conducting transportation:	
Superintendence of transportation . . . . .	\$1,272.00
Office expense . . . . .	203.99
Group I—power—	
Power-plant employees . . . . .	1,826.05
Fuel for power . . . . .	7,355.66
Group II—operation of cars—	
Conductors, motormen, and trainmen . . .	6,666.80
Miscellaneous transportation expenses . . .	419.34
Total—conducting transportation . . . . .	\$17,743.84

Operating Expenses— <i>Concluded.</i>	
General and miscellaneous:	
General expenses . . . . .	\$1,610.64
Other operations—	
Removing snow . . . . .	\$97.95
Legal expenses . . . . .	378.10
	476.05
Injuries and damages . . . . .	500.00
Insurance . . . . .	1,093.78
Amusements . . . . .	190.00
Freight expense . . . . .	105.60
Miscellaneous repairs . . . . .	100.00
Repairs, real estate . . . . .	60.91
Total operating expenses . . . . .	\$4,136.98
Recapitulation of expenses:	
Way and structures . . . . .	1,469.30
Equipment . . . . .	3,425.45
Conducting transportation . . . . .	17,743.84
General and miscellaneous . . . . .	4,136.98
Total operating expenses . . . . .	\$27,775.57
Ratio of operating expenses to operating revenues, 77.69%.	

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$224,981.42	Cost of road .....	\$227,118.38
56,687.25	Cost of equipment.....	56,687.25
3,104.73	Cash and current assets.....	4,743.02
11,011.77	Deficit .....	10,956.46
\$295,785.17	Total .....	\$299,505.11
	LIABILITIES.	
\$40,000.00	Capital stock, preferred.....	\$40,000.00
100,000.00	Capital stock, common.....	100,000.00
131,000.00	Funded debt .....	131,000.00
22,260.60	Current liabilities.....	26,832.84
	Accrued liabilities:	
880.17	Taxes accrued and not yet due .....	
1,091.67	Interest on funded debt accrued and not yet due.....	1,341.67
552.73	Miscellaneous interest accrued and not yet due.....	330.60
\$295,785.17	Total .....	\$299,505.11



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**Mileage, Traffic and Miscellaneous Statistics.**

Passenger car mileage . . . . .	134,574
Passenger car hours . . . . .	15,814
Regular fare passengers carried . . . . .	612,960
Free transfer passengers carried, complimentary	492
Total passengers carried . . . . .	613,452
Passenger revenue . . . . .	\$34,751.06
Average fare, revenue passengers . . . . .	.05669
Average fare, all passengers (including transfer passengers) . . . . .	.05665
Total revenue from transportation . . . . .	35,028.19
Revenue from transportation per car mile . . . . .	.26029
Revenue from transportation per car hour . . . . .	2.21501
Total revenue from operations other than transportation . . . . .	723.50
Revenue from operations other than transportation per car mile . . . . .	.00538
Revenue from operations other than transportation per car hour . . . . .	.04575
Total operating revenues . . . . .	35,751.69
Operating revenues per car mile . . . . .	.26566
Operating revenues per car hour . . . . .	2.26076
Total operating expenses . . . . .	27,775.57
Operating expenses per car mile . . . . .	.20640
Operating expenses per car hour . . . . .	1.75639

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**Employees.**

General administration:	
General officers . . . . .	1
General office clerks . . . . .	1
Maintenance:	
Other employees . . . . .	2
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	14
Total . . . . .	19
Aggregate salaries and wages paid . . . . .	\$13,498.62

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Description of Equipment.	With electric equipment.
Closed passenger cars . . . . .	5
Open passenger cars . . . . .	6
Total passenger cars . . . . .	11
Combination cars, express, freight and work cars	1
Snow plows . . . . .	1
Total cars of all classes . . . . .	13

### Accidents to Persons.

None.

# REPORT

## OF THE

### MANCHESTER STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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#### History.

Exact name of common carrier making this report: Manchester Street Railway.

Date of organization: July 16, 1864.

Under laws of what government, state, or territory organized?  
State of New Hampshire.

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#### Principal Officers.

President . . . .	S. Reed Anthony . .	Boston, Mass.
Secretary . . . .	Edwin F. Jones . .	Manchester, N. H.
Treasurer . . . .	Nathan Anthony . .	Boston, Mass.
General Manager . .	J. Brodie Smith . .	Manchester, N. H.

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#### Directors.

William A. Tucker . . . .	New York, N. Y.
S. Reed Anthony . . . .	Boston, Mass.
Stillman F. Kelley . . . .	Boston, Mass.
Walter M. Parker . . . .	Manchester, N. H.
J. Brodie Smith . . . .	Manchester, N. H.

Term expires September 9, 1912.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
September 9, 1911.

Total number of stockholders of record: one.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

The Manchester Traction, Light & Power Company had sole, direct control of the respondent on June 30, 1912.

The manner in which control was established: stock ownership.

The extent of ownership: 100% of stock.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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### Road Operated.

Manchester Street Railway—Manchester to Goffstown and Goff's Falls, and city lines in Manchester and West Manchester (single track)	28.659 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track	28.659 miles
Miles of second track	9.420
Miles of sidings and turnouts	3.289

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Total mileage operated (all tracks)	41.368 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track)	28.659 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track)	28.659 miles
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### Capital Stock.

#### Capital stock, common:

Number of shares authorized . . . . .	12,195
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	1,219,500.00
Total par value not held . . . . .	1,219,500.00
Amount of dividends declared during year . . . . .	73,170.00
Rate, 6%.	

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### Recapitulation of Capitalization.

#### Capital stock:

Total par value outstanding . . . . .	\$1,219,500.00
Amount per mile of line . . . . .	42,552.08
Number of miles, 28.659.	

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### Current Assets and Liabilities.

#### Cash and current assets:

Cash . . . . .	\$10,601.21
Accounts receivable . . . . .	3,645.61
Materials and supplies . . . . .	32,113.72
Prepaid accounts . . . . .	2,541.83
Total—cash and current assets . . . . .	\$48,902.37
Balance—current liabilities . . . . .	53,787.90
Total . . . . .	\$102,690.27

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#### Current liabilities:

Loans and notes payable . . . . .	\$78,161.75
Accounts payable . . . . .	24,528.52
Total . . . . .	\$102,690.27

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road:			
Engineering and su- perintendence .....			
Right of way.....			
Other land used in electric railway op- erations .....			
Grading .....			
Ballast .....			
Ties .....			
Rails, rail fastenings, and joints.....			
Special work .....			
Underground con- struction .....	\$658,318.71	\$15,951.69	\$674,270.40
Paving .....			
Track laying and sur- facing .....			
Roadway tools .....			
Tunnels .....			
Elevated structures and foundations....			
Bridges, trestles, and culverts .....			
Crossings, fences, cat- tle guards, and signs			
Interlocking and other signal apparatus ...			
Telegraph and tele- phone lines.....	119,297.13	65.14	119,362.27
Poles and fixtures....			
Underground conduits			
Transmission system.			
Distribution system...			
Shops and carhouses..			
Stations, waiting rooms, and miscella- neous buildings.....	161,430.02	145.00	161,575.02
Park and resort property	18,315.31	.....	18,315.31
Total .....	\$957,361.17	\$16,161.83	\$973,523.00

Expenditures for Road, Equipment, Etc. — *Concluded.*

Equipment:			
Cars .....	\$238,764.90	\$715.00	\$239,479.90
Electric equipment of cars .....	105,390.27	1,958.50	107,348.77
Miscellaneous equipment .....	350.00	.....	350.00
Total .....	\$344,505.17	\$2,673.50	\$347,178.67
Recapitulation:			
Road .....	\$957,361.17	\$16,161.83	\$973,523.00
Equipment .....	344,505.17	2,673.50	347,178.67
Total .....	\$1,301,866.34	\$18,835.33	\$1,320,701.67
Cost of road per mile of line .....	.....	.....	\$33,969.19
Cost of equipment per mile of line .....	.....	.....	12,114.12
Total per mile of line .....	.....	.....	\$46,083.31

## Income Account.

Operating revenues . . . . .		\$411,686.62
Operating expenses . . . . .		310,735.17
Gross income less operating expenses . . . . .		\$100,951.45
Deductions from income:		
Taxes on real and personal property . . . . .	\$14,400.00	
Interest on floating debt . . . . .	874.93	
Total deductions . . . . .		15,274.93
Net income . . . . .		\$85,676.52
Dividends, 6% on \$1,219,500, common stock . . . . .		73,170.00
Surplus for year . . . . .		\$12,506.52
Surplus at beginning of year . . . . .		48,304.25
		\$60,810.77
Profit or loss adjustments during year:		
Adjustment of stock—debit— . . . . .	\$1,744.23	
Maintenance of parks . . . . .	7,247.47	
		8,991.70
Surplus at close of year . . . . .		\$51,819.07

### Operating Revenues.

Revenue from transportation:	
Passenger revenue . . . . .	\$109,113.62
Mail revenue . . . . .	250.00
Freight revenue . . . . .	173.00
Total revenue from transportation . . . . .	\$409,536.62
Revenue from operations other than transportation:	
Station and car privileges . . . . .	2,150.00
Total operating revenues . . . . .	\$411,686.62

### Operating Expenses.

Way and structures:	
Superintendence of way and structures . . . . .	\$643.80
Maintenance of roadway and track . . . . .	33,065.72
Other maintenance of way . . . . .	1,098.81
Poles and fixtures . . . . .	1,118.26
Distribution system . . . . .	1,634.04
Miscellaneous electric line expenses . . . . .	2,194.14
Buildings and structures . . . . .	1,504.31
Total—way and structures . . . . .	\$41,259.08
Equipment:	
Maintenance of equipment . . . . .	\$270.12
Maintenance of cars and locomotives . . . . .	19,636.51
Maintenance of electric equipment of cars and locomotives . . . . .	14,804.31
Miscellaneous equipment expenses . . . . .	3,103.02
Total—equipment . . . . .	\$37,813.96
Traffic:	
Traffic expenses . . . . .	\$513.69
Conducting transportation:	
Superintendence of transportation . . . . .	\$1,786.48
Group I—power—	
Power purchased . . . . .	94,817.26
Group II—operation of cars—	
Passenger conductors, motormen, and trainmen . . . . .	77,083.40
Miscellaneous car-service employees and expenses . . . . .	5,937.08
Carried forward . . . . .	\$179,624.22



<b>Operating Expenses.—Concluded.</b>	
Brought forward . . . . .	\$179,624.22
Station employees and expenses . . . . .	109.06
Carhouse employees and expenses . . . . .	3,530.94
Signal, interlocking, telephone, and telegraph systems . . . . .	87.83
Loss and damage . . . . .	701.24
Other transportation expenses . . . . .	66.89
Total—conducting transportation . . . . .	\$184,120.18
General and miscellaneous:	
Salaries and expenses of general officers and general office clerks . . . . .	\$11,487.44
General office supplies and expenses . . . . .	2,330.84
Law expenses . . . . .	1.65
Miscellaneous general expenses . . . . .	1,054.45
Injuries and damages . . . . .	24,546.82
Insurance . . . . .	3,000.00
Stationery and printing . . . . .	683.15
Store expenses . . . . .	350.84
Stable expenses . . . . .	933.35
Rent of equipment . . . . .	2,639.72
Total—general and miscellaneous . . . . .	\$47,028.26
Recapitulation of expenses:	
Way and structures . . . . .	\$41,259.08
Equipment . . . . .	37,813.96
Traffic . . . . .	513.69
Conducting transportation . . . . .	184,120.18
General and miscellaneous . . . . .	47,028.26
Total operating expenses . . . . .	\$310,735.17
Ratio of operating expenses to operating revenues, 75.48%.	

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$957,361.17	Cost of road .....	\$973,523.00
344,505.17	Cost of equipment.....	347,178.67
34,686.03	Cash and current assets.....	48,902.37
.....	Accrued accident insurance....	13,365.13
\$1,336,552.37	Total .....	\$1,382,969.17
LIABILITIES.		
\$1,219,500.00	Capital stock, common.....	\$1,219,500.00
55,051.63	Current liabilities.....	102,690.27
9,331.83	Accrued liabilities:	
.....	Taxes accrued and not yet due	8,281.88
.....	Interest on funded debt ac-	
4,364.66	crued and not yet due.....	677.95
48,304.25	Accident insurance .....	.....
	Surplus .....	51,819.07
\$1,336,552.37	Total .....	\$1,382,969.17

## Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	1,280.083
Passenger car hours . . . . .	165.059
Regular fare passengers carried . . . .	8,182,268
Revenue transfer passengers carried . . .	1,977,730
Total revenue passengers carried . . . .	10,159,998
Passenger revenue . . . . .	\$409,113.62
Average fare, revenue passengers . . . .	.04026
Average fare, all passengers (including transfer passengers . . . . .)	.04026
Total revenue from transportation . . . .	409,536.62
Revenue from transportation per car mile . . .	.31993
Revenue from transportation per car hour . . .	2.48115
Total revenue from operations other than transportation . . . . .	2,150.00

(Continued)

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**Mileage, Traffic, and Miscellaneous Statistics.**

—*Concluded.*

Revenue from operations other than transportation per car mile . . . . .	.00167
Revenue from operations other than transportation per car hour . . . . .	.01302
Total operating revenues . . . . .	411,686.62
Operating revenues per car mile . . . . .	.32160
Operating revenues per car hour . . . . .	2.49417
Total operating expenses . . . . .	310,735.17
Operating expenses per car mile . . . . .	.24274
Operating expenses per car hour . . . . .	1.88257

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**Employees.**

General administration:	
General officers . . . . .	4
General office clerks . . . . .	6
Maintenance:	
Superintendents . . . . .	3
Other employees . . . . .	75
Transportation:	
Superintendents . . . . .	3
Other employees . . . . .	140
Total . . . . .	231
Aggregate salaries and wages paid . . . . .	\$123,222.61

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Description of Equipment.	With electric equipment.
Closed passenger cars . . . . .	34
Open passenger cars . . . . .	54
Total passenger cars . . . . .	88
Work cars . . . . .	3
Snow plows . . . . .	7
Sweepers . . . . .	1
Total cars of all classes . . . . .	99

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## Accidents to Persons.

	Killed.	Injured.	Total
Passengers .....	..	51	51
Employees .....	..	..	..
Other persons .....	1	..	1
Total .....	1	51	52

# REPORT

OF THE

## MANCHESTER & DERRY STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Manchester & Derry Street Railway.

Date of organization: September 19, 1906, as the Derry & Goffe's Falls Street Railway. Name changed February 16, 1907, to Manchester & Derry Street Railway.

Organized under the laws of State of New Hampshire.

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### Principal Officers.

President . . . .	Roger G. Sullivan . .	Manchester, N. H.
Secretary . . . .	Albert O. Brown . .	Manchester, N. H.
Treasurer . . . .	Nathan Anthony . .	Boston, Mass.
General Manager . .	J. Brodie Smith . .	Manchester, N. H.

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### Directors.

Roger G. Sullivan . . . .	Manchester, N. H.
J. Brodie Smith . . . .	Manchester, N. H.
Leonard J. Farrell . . . .	Manchester, N. H.
Stillman F. Kelley . . . .	Boston, Mass.
Nathan Anthony . . . .	Boston, Mass.

Term expires September 8, 1912.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: September 8, 1911.

Number of stockholders of record: one.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations, transportation or other, controlling the respondent on June 30, 1912: Sole, direct control of Manchester Traction, Light & Power Company.

The manner in which control was established: stock ownership.

The extent of control: 100% of stock.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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### Road Operated.

Manchester & Derry Street Railway—

Cohas Junction to Derry (single track) . . .	8.030 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track . . . . .	8.030 miles
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Miles of sidings and turnouts . . . . .	.388
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Total mileage operated (all tracks) . . .	8.418 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track) . . . . .	8.030 miles
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### Mileage of Line Owned.

(By States:)

New Hampshire (single track) . . . . .	8.030 miles
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### Capital Stock.

#### Capital stock, common:

Number of shares authorized . . . . .	1,750
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	175,000.00
Total par value not held . . . . .	175,000.00
Dividends declared during year . . . . .	None

### Funded Debt.

#### Mortgage bonds:

Date of issue, December 1, 1907.	
Date of maturity, December 1, 1927.	
Total par value authorized . . . . .	\$500,000.00
Total par value outstanding . . . . .	125,000.00
Total par value not held . . . . .	125,000.00
Interest—	
Amount accrued and paid during year . . . . .	6,250.00
Rate, 5%.	
Payable, June and December.	

### Recapitulation of Capitalization.

#### Capital stock:

Total par value outstanding . . . . .	\$175,000.00
Amount per mile of line . . . . .	21,793.27

#### Funded debt:

Total par value outstanding . . . . .	125,000.00
Amount per mile of line . . . . .	15,566.63

Total par value outstanding . . . . .	300,000.00
Total amount per mile of line . . . . .	37,359.90
Number of miles, 8,030.	

### Current Assets and Liabilities.

#### Cash and current assets:

Cash . . . . .	\$83.82
Accounts receivable . . . . .	247.96
Prepaid accounts . . . . .	380.95

Total—cash and current assets . . . . .	\$712.73
Balance—current liabilities . . . . .	25,115.93

Total . . . . .	\$25,828.66
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(Continued)

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**Current Assets and Liabilities.—*Continued.***
**Current liabilities:**

Loans and notes payable . . . . .	\$24,000.00
Accounts payable . . . . .	1,828.66
	<hr/>
Total—current liabilities . . . . .	\$25,828.66

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**Security for Funded Debt.****First mortgage, 20-year 5% gold bonds:**

## Road mortgaged—

Cohas Junction to Derry . . . . .	8.030 miles
Amount of mortgage per mile of line . . . . .	\$15,566.63

Mortgage covers all the property of the company.

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road:			
Engineering and superintendence .....	\$9,681.93	.....	\$9,681.93
Right of way .....	8,486.20	.....	8,486.20
Grading .....	183,589.49	\$17.75	183,607.24
Ballast .....			
Ties .....			
Rails, rail fastenings, and joints .....			
Special work .....			
Underground construction .....			
Paving .....			
Track laying and surfacing .....			
Roadway tools .....			
Tunnels .....			
Elevated structures and foundations .....	35,882.01	.....	35,882.01
Bridges, trestles, and culverts .....			
Crossings, fences, cattle guards, and signs.....			
Interlocking and other signal apparatus.....			
Telegraph and telephone lines .....			
Poles and fixtures.....			
Underground conduits...			
Transmission system....			
Distribution system.....			
Substation buildings.....	7,500.00	.....	7,500.00
Substation equipment .....	17,432.19	240.00	17,672.19
Total .....	\$262,571.82	\$257.75	\$262,829.57
Equipment:			
Cars .....	\$22,250.40	.....	\$22,250.40
Electric equipment of cars.	15,964.45	.....	15,964.45
Miscellaneous equipment .	9,176.53	.....	9,176.53
Total .....	\$47,391.38	.....	\$47,391.38
Recapitulation:			
Road .....	\$262,571.82	\$257.75	\$262,829.57
Equipment .....	47,391.38	.....	47,391.38
Total .....	\$309,963.20	\$257.75	\$310,220.95
Cost of road per mile of line. ....		.....	\$32,730.95
Cost of equipment per mile of line .....		.....	5,901.79
Total per mile of line.....		.....	\$38,632.74

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**Income Account.**

Operating revenues . . . . .	\$25,440.43
Operating expenses . . . . .	26,028.03
Net operating deficit . . . . .	\$587.60
Deductions from income:	
Taxes on real and personal property . . . . .	\$200.00
Interest—	
On funded debt . . . . .	6,250.00
On floating debt . . . . .	878.94
Total deductions . . . . .	7,328.94
Deficit for year . . . . .	\$7,916.54
Deficit at beginning of year . . . . .	10,979.65
Deficit at close of year . . . . .	\$18,896.19

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**Operating Revenues.**

Revenue from transportation:	
Passenger revenue . . . . .	\$23,908.39
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$450.00
Rents of equipment . . . . .	1,032.04
Total revenue from operations other than transportation . . . . .	1,532.04
Total operating revenues . . . . .	\$25,440.43

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**Operating Expenses.**

Way and structures:	
Superintendence of way and structures . . . . .	\$250.80
Maintenance of roadway and track . . . . .	1,060.78
Other maintenance of way . . . . .	43.00
Poles and fixtures . . . . .	6.65
Distribution system . . . . .	183.21
Miscellaneous electric line expenses . . . . .	118.86
Buildings and structures . . . . .	5.46
Total—way and structures . . . . .	\$1,668.76

(Continued)

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### Operating Expenses.—*Concluded.*

<b>Equipment:</b>	
Superintendence of equipment . . . .	\$90.00
Maintenance of cars and locomotives . .	2,560.44
Maintenance of electric equipment of cars and locomotives . . . . .	2,968.26
Miscellaneous equipment expenses . . .	116.67
Total—equipment . . . . .	\$5,735.37
<b>Traffic:</b>	
Traffic expenses . . . . .	\$41.16
<b>Conducting transportation:</b>	
Superintendence of transportation . . .	\$402.60
Group I—power—	
Fuel for power . . . . .	9,060.00
Group II—operation of cars—	
Passenger conductors, motormen, and trainmen . . . . .	2,783.71
Miscellaneous car-service employees and expenses . . . . .	397.74
Station employees and expenses . . . .	10.90
Carhouse employees and expenses . . . .	405.53
Loss and damage . . . . .	7.50
Total—conducting transportation . . .	\$13,067.98
<b>General and miscellaneous:</b>	
Salaries and expenses of general officers and general office clerks . . . . .	\$2,885.98
General office supplies and expenses . .	515.29
Miscellaneous general expenses . . . .	23.80
Injuries and damages . . . . .	956.34
Insurance . . . . .	380.95
Stationery and printing . . . . .	12.23
Rent of tracks and terminals . . . . .	740.17
Total—general and miscellaneous . . .	\$5,514.76
<b>Recapitulation of expenses:</b>	
Way and structures . . . . .	\$1,668.76
Equipment . . . . .	5,735.37
Traffic . . . . .	41.16
Conducting transportation . . . . .	13,067.98
General and miscellaneous . . . . .	5,514.76
Total—operating expenses . . . . .	\$26,028.03
Ratio of operating expenses to operating revenues, 102.31%.	

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## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$262,571.82	Cost of road .....	\$262,829.57
47,391.38	Cost of equipment.....	47,391.38
932.40	Cash and current assets.....	712.73
10,979.65	Deficit .....	18,896.19
<u>\$321,875.25</u>	<u>Total .....</u>	<u>\$329,829.87</u>
	LIABILITIES.	
\$175,000.00	Capital stock, common.....	\$175,000.00
125,000.00	Funded debt .....	125,000.00
18,392.00	Current liabilities.....	25,828.66
	Accrued liabilities:	
2,150.00	Taxes accrued and not yet due	2,350.00
520.83	Interest on funded debt accrued and not yet due.....	520.83
	Miscellaneous interest accrued and not yet due.....	450.85
\$12.42	Accident insurance.....	679.53
<u>\$321,875.25</u>	<u>Total ... ..</u>	<u>\$329,829.87</u>

### Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	116,137
Passenger car hours . . . . .	5,507
Total revenue passengers carried . . . . .	478,167
Passenger revenue . . . . .	\$23,908.39
Average fare, revenue passengers . . . . .	.05000
Average fare, all passengers . . . . .	.05000
Total revenue from transportation . . . . .	23,908.39
Revenue from transportation per car mile . . . . .	.20586
Revenue from transportation per car hour . . . . .	4.34145
Total revenue from operations other than transportation . . . . .	1,532.04
Revenue from operations other than transportation per car mile . . . . .	.01319
Revenue from operations other than transportation per car hour . . . . .	.27819

(Continued)

### Mileage, Traffic, and Miscellaneous Statistics.

—Concluded.

Total operating revenues . . . . .	\$25,440.43
Operating revenues per car mile . . . . .	.21905
Operating revenues per car hour . . . . .	4.61965
Total operating expenses . . . . .	26,028.03
Operating expenses per car mile . . . . .	.22411
Operating expenses per car hour . . . . .	4.72635

### Employees.

General administration:	
General officers . . . . .	4
General office clerks . . . . .	1
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	8
Total . . . . .	14
Aggregate salaries and wages paid . . . . .	\$8,119.35

### Description of Equipment.

	With electric equipment.
Closed passenger cars . . . . .	6
Work cars . . . . .	1
Snow plows . . . . .	1
Total cars of all classes . . . . .	8

### Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	4	4
Employees .....	..	..	.....
Other persons .....	..	..	.....
Total .....	..	4	4

# REPORT

OF THE

## MANCHESTER & NASHUA STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Manches-  
& Nashua Street Railway.

Date of organization: March 7, 1903, as Goff's Falls, Litchfield  
& Hudson Street Railway. Name changed February 27, 1907, to  
Manchester & Nashua Street Railway.

Organized under the laws of State of New Hampshire.

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### Principal Officers.

President . . . .	Charles M. Floyd . .	Manchester, N. H.
Vice-President . . .	W. Parker Straw . .	Manchester, N. H.
Secretary . . . .	Geo. W. Clyde . . .	Nashua, N. H.
Treasurer . . . .	Nathan Anthony . .	Boston, Mass.
General Manager . .	J. Brodie Smith . .	Manchester, N. H.

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### Directors.

Charles M. Floyd . . . .	Manchester, N. H.
J. Brodie Smith . . . .	Manchester, N. H.
W. Parker Straw . . . .	Manchester, N. H.
Stillman F. Kelley . . . .	Boston, Mass.
Nathan Anthony . . . .	Boston, Mass.

Term expires September 8, 1912.

### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: September 8, 1911.

Number of stockholders of record: one.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations, transportation or other, controlling the respondent on June 30, 1912: Sole, direct control of Manchester Traction, Light & Power Company.

The manner in which control was established: stock ownership.

The extent of control: 100%.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

<b>Road Operated.</b>	
Manchester & Nashua Street Railway— Goff's Falls to Hudson Bridge (single track)	12.378 miles
<b>Mileage of Road Operated.</b>	
Line owned and operated:	
Miles of single track . . . . .	12.378 miles
Miles of second track . . . . .	.654
Miles of sidings and turnouts . . . . .	1.303
Total mileage operated (all tracks) . . . . .	14.335 miles
<b>Mileage of Line Operated.</b>	
Mileage of line owned and operated, by states:	
New Hampshire (single track) . . . . .	12.378 miles
<b>Mileage of Line Owned.</b>	
(By States.)	
New Hampshire (single track) . . . . .	12.378 miles

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**Capital Stock.**
**Capital stock, common:**

Number of shares authorized . . . . .	2,400
Par value of one share . . . . .	\$109.00
Total par value authorized and outstanding . . . . .	240,000.00
Total par value not held . . . . .	240,000.00
Dividends declared during year . . . . .	None

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**Funded Debt.****Mortgage bonds:**

Date of issue, June 1, 1906.

Date of maturity, June 1, 1926.

Total par value authorized . . . . . \$300,000.00

Total par value outstanding . . . . . 200,000.00

Total par value not held . . . . . 200,000.00

**Interest—**

Amount accrued and paid during year . . . . . 10,000.00

Rate, 5%.

Payable, June and December.

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**Recapitulation of Capitalization.**
**Capital stock:**

Total par value outstanding . . . . . \$240,000.00

Amount per mile of line . . . . . 19,389.24

**Funded debt:**

Total par value outstanding . . . . . 200,000.00

Amount per mile of line . . . . . 16,157.70

Total par value outstanding . . . . . 440,000.00

Total amount per mile of line . . . . . 35,546.94

Number of miles, 12.378.

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**Current Assets and Liabilities.**
**Cash and current assets:**

Cash . . . . . \$932.81

Accounts receivable . . . . . 465.57

Prepaid accounts . . . . . 6,702.55

Total—cash and current assets . . . . . 8,100.93

Balance—current liabilities . . . . . 3,554.68

Total . . . . . \$11,655.61

(Continued)



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**Current Assets and Liabilities.—*Concluded.***
**Current liabilities:**

Loans and notes payable . . . . .	\$8,000.00
Accounts payable . . . . .	3,655.61
Total—current liabilities . . . . .	<u>\$11,655.61</u>

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**Security for Funded Debt.**

First mortgage, 20-year 5% gold bonds: . . . . .	.
Read mortgaged—	
Goff's Falls to Hudson Bridge . . . . .	12.378 miles
Amount of mortgage per mile of line . . . . .	\$16,157.70

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road:			
Engineering and superin- tendence .....	\$7,551.00	.....	\$7,551.00
Right of way.....	27,025.88	.....	27,025.88
Grading .....	279,452.25	\$31.80	279,484.05
Ballast .....			
Ties .....			
Rails, rail fastenings, and joints .....			
Special work .....			
Underground construc- tion .....			
Paving .....			
Track laying and surfac- ing .....			
Roadway tools .....			
Tunnels .....			
Elevated structures and foundations .....	56,350.33	.....	56,350.33
Bridges, trestles, and cul- verts .....			
Crossings, fences, cattle guards, and signs.....			
Interlocking and other signal apparatus.....			
Telegraph and telephone lines .....			
Poles and fixtures.....			
Underground conduits...			
Transmission system...			
Distribution system.....			
Substation buildings.....	4,501.83	.....	4,501.83
Substation equipment .....	15,888.00	.....	15,888.00
Total .....	\$390,769.29	\$31.80	\$390,801.09
Equipment:			
Cars .....	\$20,292.83	.....	\$20,292.83
Electric equipment of cars.	16,989.03	.....	16,989.03
Total .....	\$37,281.86	.....	\$37,281.86
(Continued)			

### Expenditures for Road, Equipment, Etc.—*Concluded.*

General expenditures:			
Interest .....	\$8,300.17	.....	\$8,300.17
Miscellaneous .....	9,952.23	.....	9,952.23
Total .....	\$18,252.40	.....	\$18,252.40
Recapitulation:			
Road .....	\$390,769.29	\$31.80	\$390,801.09
Equipment .....	37,281.86	.....	37,281.86
General expenditures.....	18,252.40	.....	18,252.40
Total .....	\$446,303.55	\$31.80	\$446,335.35
Cost of road per mile of line.....		.....	\$31,572.22
Cost of equipment per mile of line .....		.....	3,011.95
General expenditures per mile of line.....		.....	1,474.58
Total per mile of line....		.....	\$36,058.75

### Income Account.

Operating revenues . . . . .		\$44,587.58
Operating expenses . . . . .		33,993.10
Gross income less operating expenses . . . . .		\$10,594.48
Deductions from income:		
Interest—		
On funded debt . . . . .	\$10,000.00	
On floating debt . . . . .	385.93	
Total deductions . . . . .		10,385.93
Surplus for year . . . . .		\$208.55
Deficit at beginning of year . . . . .		6.46
		\$202.09
(Total surplus carried forward)		

**Income Account.—Concluded.**

Total surplus brought forward . . . .	\$202.09
Profit or loss adjustments during year:	
Overpayment by Bay State Street Railway—Dr.	354.75
Deficit at close of year . . . . .	\$152.66

**Operating Revenues.**

Revenue from transportation:	
Passenger revenue . . . . .	\$41,703.13
Freight revenue . . . . .	242.40
Total revenue from transportation . . . .	\$41,945.53
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$450.00
Rents of tracks and terminals . . . . .	740.17
Rents of equipment . . . . .	1,451.88
Total revenue from operations other than transportation . . . . .	2,642.05
Total operating revenues . . . . .	\$44,587.58

**Operating Expenses.**

Way and structures:	
Superintendence of way and structures . . . .	\$266.40
Maintenance of roadway and track . . . . .	1,093.40
Other maintenance of way . . . . .	35.44
Poles and fixtures . . . . .	76.10
Distribution system . . . . .	157.02
Miscellaneous electric line expenses . . . .	132.46
Buildings and structures . . . . .	3.15
Total—way and structures . . . . .	\$1,763.97
Equipment:	
Superintendence of equipment . . . . .	\$90.11
Maintenance of cars and locomotives . . . .	2,770.96
Maintenance of electric equipment of cars and locomotives . . . . .	2,767.06
Miscellaneous equipment expenses . . . . .	249.57
Total—equipment . . . . .	\$5,877.70
Traffic:	
Traffic expenses . . . . .	\$18.22

(Continued)

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**Operating Expenses.—Concluded.**

Conducting transportation:	
Superintendence of transportation . . . .	\$402.60
Group I—power—	
Power purchased . . . . .	15,712.50
Group II—operation of cars—	
Passenger conductors, motormen, and trainmen . . . . .	3,867.89
Miscellaneous car-service employees and expenses . . . . .	446.94
Station employees and expenses . . . .	1.15
Carhouse employees and expenses . . . .	397.95
Loss and damage . . . . .	56.00
Other transportation expenses . . . .	.88
Total—conducting transportation . . . .	\$20,885.91
General and miscellaneous:	
Salaries and expenses of general officers and general office clerks . . . . .	\$2,885.98
General office supplies and expenses . . . .	515.29
Miscellaneous general expenses . . . . .	46.75
Injuries and damages . . . . .	1,668.12
Insurance . . . . .	299.70
Stationery and printing . . . . .	31.46
Total—general and miscellaneous . . . .	\$5,447.30
Recapitulation of expenses:	
Way and structures . . . . .	\$1,763.97
Equipment . . . . .	5,877.70
Traffic . . . . .	18.22
Conducting transportation . . . . .	20,885.91
General and miscellaneous . . . . .	5,447.30
Total operating expenses . . . . .	\$33,993.10
Ratio of operating expenses to operating revenues, 76.24%.	

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## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$390,769.29	Cost of road .....	\$390,801.09
37,281.86	Cost of equipment.....	37,281.86
18,252.40	General expenditures .....	18,252.40
9,635.82	Cash and current assets.....	8,100.93
6.46	Deficit .....	152.66
<b>\$455,945.83</b>	<b>Total .....</b>	<b>\$454,588.94</b>
LIABILITIES.		
\$240,000.00	Capital stock, common.....	\$240,000.00
200,000.00	Funded debt .....	200,000.00
13,012.50	Current liabilities.....	11,655.61
	Accrued liabilities:	
2,100.00	Taxes accrued and not yet due	2,100.00
833.33	Interest on funded debt accrued and not yet due.....	833.33
<b>\$455,945.83</b>	<b>Total .....</b>	<b>\$454,588.94</b>

## Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	177,112
Passenger car hours . . . . .	7,086
Regular fare passengers carried . . . . .	834,062
Passenger revenue . . . . .	\$41,703.13
Average fare, revenue passengers . . . . .	.05000
Average fare, all passengers . . . . .	.05000
Total revenue from transportation . . . . .	41,945.53
Revenue from transportation per car mile . . . . .	.23683
Revenue from transportation per car hour . . . . .	5.91949
Total revenue from operations other than transportation . . . . .	2,642.05
Revenue from operations other than transportation per car mile . . . . .	.01491
Revenue from operations other than transportation per car hour . . . . .	.37285
Total operating revenues . . . . .	44,587.58
Operating revenues per car mile . . . . .	.25174
Operating revenues per car hour . . . . .	.62923
Total operating expenses . . . . .	33,993.10
Operating expenses per car mile . . . . .	.19192
Operating expenses per car hour . . . . .	4.79721

### Employees.

General administration:	
General officers . . . . .	4
General office clerks . . . . .	1
Maintenance:	
Other employees . . . . .	13
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	8
Total . . . . .	27
Aggregate salaries and wages paid . . . . .	\$12,833.44

Description of Equipment.	With electric equipment.
Closed passenger cars . . . . .	6
Work cars . . . . .	1
Snow plows . . . . .	1
Total cars of all classes . . . . .	8

### Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	3	3
Employees .....	..	..	..
Other persons .....	..	..	..
Total .....	..	3	3

# REPORT

## OF THE

### NASHUA STREET RAILWAY

YEAR ENDING JUNE 30, 1912.

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#### History.

Exact name of carrier making this report: Nashua Street Railway.

Date of organization: August 14, 1885.

Under laws of what government, state, or territory organized? State of New Hampshire. Special act of legislature—approved August 14, 1885.

Not a consolidated company.

Not a reorganized company.

The road of this company is operated by the Bay State Street Railway Company.

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#### Principal Officers.

President . . . . .	John A. Fisher . . .	Nashua, N. H.
Vice-President . . . .	Patrick F. Sullivan .	Boston, Mass.
Secretary . . . . .	Jason E. Tolles . . .	Nashua, N. H.
Treasurer . . . . .	Joseph H. Goodspeed	Boston, Mass.
General Counsel . . .	George B. French . .	Nashua, N. H.
General Auditor . . .	Herbert H. Read . .	Boston, Mass.
General Manager . . .	Robert S. Goff . . .	Boston, Mass.
General Superintendent	Thomas Lees . . . .	Lowell, Mass.

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#### Directors.

John A. Fisher . . . . .	Nashua, N. H.
Patrick F. Sullivan . . . .	Lowell, Mass.
Joseph H. Goodspeed . . . .	Boston, Mass.
George A. Fernald . . . . .	Winchester, Mass.
Jason E. Tolles . . . . .	Nashua, N. H.

Term expires October 14, 1912.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: October 9, 1911.

Date of last closing of stock books before end of year for which this report is made: Not closed.

Total number of stockholders of record: 156.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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### Road Leased to Another Carrier Through Lease or Other Agreement.

Name of operating company:

Bay State Street Railway Company.

Termini:

Massachusetts and New Hampshire state line to Nashua (including lines in the city of Nashua)—

Miles of line (single track), 14.61.

(Constructed during year—.44 miles.)

Lease or agreement:

Date: July 1, 1900.

Term: from July 1, 1900, to July 1, 1999.

Summary of provisions:

6% annually on capital stock; interest on bonds; all taxes and assessments and \$500 for maintenance of organization.

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### Mileage of Road Operated.

Line owned and operated:

Miles of single track	. . . . .	14.61 miles
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Miles of second track	. . . . .	.73
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Miles of sidings and turnouts	. . . . .	.79
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Total mileage operated (all tracks)	. . . . .	16.13 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track)	. . . . .	14.61 miles
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<b>Capital Stock.</b>	
Capital stock, common:	
Number of shares authorized . . . . .	3,250
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	325,000.00
Total par value not held . . . . .	325,000.00
Dividends declared during year . . . . .	19,500.00
Rate, 6%.	
<b>Funded Debt.</b>	
First mortgage bonds:	
Date of issue, October 1, 1901.	
Date of maturity, October 1, 1931.	
Total par value authorized and outstanding . . . . .	\$150,000.00
Total par value not held . . . . .	150,000.00
Interest—	
Amount accrued and paid during year . . . . .	6,000.00
Rate, 4%.	
Payable, April and October.	
<b>Recapitulation of Capitalization.</b>	
Capital stock:	
Total par value outstanding . . . . .	\$325,000.00
Amount per mile of line . . . . .	22,245.04
Funded debt:	
Par value outstanding . . . . .	150,000.00
Amount per mile of line . . . . .	10,266.94
Total par value outstanding . . . . .	475,000.00
Total amount per mile of line . . . . .	32,511.98
Number of miles, 14.61.	
<b>Security for Funded Debt.</b>	
First mortgage 30-year gold bonds:	
Road mortgaged—	
Massachusetts and New Hampshire state line to Nashua (including lines in the city of Nashua) . . . . .	14.61 miles
Amount of mortgage per mile of line . . . . .	\$10,266.94
Mortgage covers franchises and all real and personal property held at date of mortgage or afterwards acquired.	

## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road .....	\$438,494.15	\$13,650.50	\$452,144.65
Equipment .....	61,932.61	.....	61,932.61
General expenditures .....	423.62	67.00	490.62
Total .....	\$500,850.38	\$13,717.50	\$514,567.88
Cost of road per mile of line. ....	.....	.....	\$30,947.62
Cost of equipment per mile of line .....	.....	.....	4,239.05
General expenditures per mile of line.....	.....	.....	33.58
Total per mile of line....	.....	.....	\$35,220.25

## Income Account.

From lease of road . . . . .		\$19,500.00
For maintaining organization . . . . .		500.00
For interest on bonds . . . . .		6,000.00
For taxes . . . . .		6,621.91
Total income . . . . .		\$32,621.91
Deductions from income:		
Dividends on capital stock . . . . .	\$19,500.00	
Interest on bonds . . . . .	6,000.00	
Taxes—		
Federal income . . . . .	\$145.00	
Real and personal prop- erty . . . . .	147.06	
Capital stock . . . . .	6,314.55	
Miscellaneous . . . . .	15.30	
		6,621.91
Salaries and maintenance of organ- ization . . . . .	500.00	
Total deductions . . . . .		32,621.91
Surplus for year . . . . .		\$0.00
Surplus at beginning of year . . . . .		12,625.86
Surplus at close of year . . . . .		\$12,625.86

### Operating Revenues.

(Computed by lessee from such record of its earnings as it is possible to segregate from the general earnings of the lessee.)

#### Revenue from transportation:

Passenger revenue . . . . .	\$98,737.45
Parlor, chair, and special car revenue . . . . .	159.35

Total revenue from transportation . . . . .	\$98,896.80
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#### Revenue from operations other than transportation:

Station and car privileges . . . . .	\$371.40
Rents of tracks and terminals . . . . .	2,936.27
Rents of buildings and other property . . . . .	68.33
Miscellaneous . . . . .	1.15

Total revenue from operations other than transportation . . . . .	3,377.15
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Total operating revenues . . . . .	\$102,273.95
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### Operating Expenses.

(Computed by lessee from such record of its expenses as it is possible to segregate from the general expenses of the lessee. No portion of general expenses or cost of supervision of the lessee is included.)

#### Way and structures:

Superintendence of way and structures . . . . .	\$5.15
Maintenance of way . . . . .	7,434.05
Maintenance of electric lines . . . . .	3,294.50
Buildings and structures . . . . .	95.71

Total—way and structures . . . . .	\$10,829.41
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#### Equipment:

Superintendence of equipment . . . . .	\$2.25
Maintenance of power equipment . . . . .	11.40
Maintenance of cars and locomotives . . . . .	1,765.90
Maintenance of electric equipment of cars and locomotives . . . . .	2,141.82
Miscellaneous equipment expenses . . . . .	29.81

Total—equipment . . . . .	\$3,951.18
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(Continued)

<b>Operating Expenses.--Concluded.</b>	
Traffic:	
Traffic expenses . . . . .	\$31.37
Conducting transportation:	
Superintendence of transportation . . .	\$1,395.71
Group I—power—	
Substation employees . . . . .	2,022.55
Power purchased . . . . .	10,876.93
Group II—operation of cars—	
Conductors, motormen, and trainmen . .	26,669.92
Miscellaneous transportation expenses .	2,772.71
Total—conducting transportation . . .	\$43,737.82
General and miscellaneous:	
General expenses . . . . .	\$1,702.28
Injuries and damages . . . . .	4,944.84
Insurance . . . . .	1,489.33
Stationery and printing . . . . .	74.97
Store and stable expenses . . . . .	159.87
Rent of equipment . . . . .	270.53
Total—general and miscellaneous . . .	\$8,641.82
Recapitulation of expenses:	
Way and structures . . . . .	\$10,829.41
Equipment . . . . .	3,951.18
Traffic . . . . .	31.37
Conducting transportation . . . . .	43,737.82
General and miscellaneous . . . . .	8,641.82
Total operating expenses . . . . .	\$67,191.60
Ratio of operating expenses to operating revenues, 65.70%.	

NOTE—The general expenses above referred to represent only such expenses as were incurred locally. They do not include any proportion of the expenses incurred by the lessee for salaries and expenses of general officers and their clerks, superintendence of roadway, overhead line, equipment, power stations, etc., or disbursements for rent, stationery and other expenses of the general offices in Boston.

### General Balance Sheet.

#### Assets.

Cost of road . . . . .	\$452,144.65
Cost of equipment . . . . .	61,932.61
General expenditures . . . . .	490.62
Total . . . . .	\$514,567.88

#### Liabilities.

Capital stock, common . . . . .	\$325,000.00
Funded debt . . . . .	150,000.00
Bay State Street Railway Company:	
Lease account . . . . . \$10,002.76	
Property account . . . . . 16,818.26	
	26,821.02
Premium on capital stock . . . . .	121.00
Surplus . . . . .	12,625.86
Total . . . . .	\$514,567.88

### Important Changes During the Year.

All extensions of road put in operation:	
Lake street, from Main street to Pine street .	.44 miles

### Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	433,409
Passenger car hours . . . . .	52,636
Regular fare passengers carried . . . . .	1,985,765
Free transfer passengers carried . . . . .	186,632
Total passengers carried . . . . .	2,172,397
Passenger revenue . . . . .	\$98,737.45
Average fare, revenue passengers . . . . .	.04972
Average fare, all passengers (including transfer passengers) . . . . .	.04545
Total revenue from transportation . . . . .	98,896.80
Revenue from transportation per car mile . . . . .	.22818
Revenue from transportation per car hour . . . . .	1.87888
Total revenue from operations other than transportation . . . . .	3,377.15
Revenue from operations other than transportation per car mile . . . . .	.00779

(Continued)

### Mileage, Traffic and Miscellaneous Statistics.

—*Concluded.*

Revenue from operations other than transportation per car hour . . . . .	.06416
Total operating revenues . . . . .	102,273.95
Operating revenues per car mile . . . . .	.23598
Operating revenues per car hour . . . . .	1.94304
Total operating expenses . . . . .	67,191.60
Operating expenses per car mile . . . . .	.15503
Operating expenses per car hour . . . . .	1.27653

### Employees.

General administration:	
General office clerks . . . . .	2
Maintenance:	
Superintendents . . . . .	..
Other employees . . . . .	6
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	44
Total . . . . .	53
Aggregate salaries and wages paid . . . . .	\$38,694.86

### Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	11	2	13
Open passenger cars.....	13	..	13
Total passenger cars...	24	2	26
Work cars .....	1	..	1
Snow plows .....	4	..	4
Total cars of all classes	29	2	31

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	2	2
Employees .....	..	..	..
Other persons .....	..	..	..
Total .....	..	2	2



# REPORT

OF THE

## BOSTON & MAINE RAILROAD

[Owning and operating the Portsmouth Electric Railway.]

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Boston and Maine Railroad.

Date of organization: June, 1835.

Organized under laws of Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

Constituent companies: Boston & Portland Railroad of Massachusetts; Boston & Maine Railroad of New Hampshire; Maine, New Hampshire and Massachusetts Railroad of Maine.

Date and authority for each consolidation: Chapter 6, Acts of 1841. State of New Hampshire.

Not a reorganized company.

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### Principal Officers.

(See Boston & Maine Railroad—Steam Road.)

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### Directors.

(See Boston & Maine Railroad—Steam Road.)

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: October 11, 1911.

Date of last closing of stock books before end of year for which this report is made: October 4, 1911.

Total number of stockholders of record: 8,105.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations that had sole control of the respondent on June 30, 1912: Boston Railroad Holding Company.

The matter in which control was established: Purchase of a majority of capital stock.

The extent of control: 52.9%.

Control was sole, direct.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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### Road Operated.

Line owned:

Portsmouth Electric Railway—

Portsmouth to North Hampton (single track)	18.10 miles
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### Mileage of Road Operated.

Line owned and operated:

Miles of single track	18.10 miles
Miles of sidings and turnouts	1.14

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Total mileage operated (all tracks)	19.24 miles
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### Mileage of Line Operated.

Mileage of line owned and operated, by states:

New Hampshire (single track)	18.10 miles
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### Mileage of Line Owned.

(By States.)

New Hampshire (single track)	18.10 miles
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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road .....	\$419,321.34	\$6,460.92*	\$425,782.26
Equipment .....	60,122.98	.....	60,122.98
Total .....	\$479,444.32	\$6,460.92	\$485,905.24
Cost of road per mile of line .....	.....	.....	\$23,522.88
Cost of equipment per mile of line .....	.....	.....	3,321.71
Total per mile of line....	.....	.....	\$26,845.59

\*Paving.

This road was constructed by the Boston & Maine Railroad as an extension of the Portsmouth & Dover Branch, the entire cost being paid by proceeds of sale of Boston & Maine Railroad stock and bonds.

## Income Account.

Operating revenues . . . . .	\$70,500.20
Operating expenses . . . . .	76,831.22
Deficit for year . . . . .	\$6,331.02
(Included in the Income Account of the Boston & Maine Railroad.)	

## Operating Revenues.

Revenue from transportation:	
Passenger revenue . . . . .	\$69,851.75
Mail revenue . . . . .	283.89
Total revenue from transportation . . . . .	\$70,135.64
Revenue from operations other than transportation:	
Station and car privileges . . . . .	364.56
Total operating revenues . . . . .	\$70,500.20

### Operating Expenses.

Way and structures:	
Superintendence of way and structures . . . . .	\$137.62
Maintenance of way . . . . .	10,189.54
Maintenance of electric lines . . . . .	1,461.08
Buildings and structures . . . . .	2,467.63
Total—way and structures . . . . .	\$14,255.87
Equipment:	
Superintendence of equipment . . . . .	\$120.00
Maintenance of power equipment . . . . .	12,747.74
Maintenance of cars and locomotives . . . . .	3,430.32
Maintenance of electric equipment of cars and locomotives . . . . .	2,835.99
Total—equipment . . . . .	\$19,134.05
Traffic:	
Traffic expenses . . . . .	\$6.63
Conducting transportation:	
Superintendence of transportation . . . . .	\$3,079.05
Group I—power—	
Power-plant employees . . . . .	5,759.18
Substation employees . . . . .	343.70
Fuel for power . . . . .	8,833.29
Other power supplies and expenses . . . . .	2,086.46
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	18,487.31
Miscellaneous transportation expenses . . . . .	1,644.32
Total—conducting transportation . . . . .	\$40,233.31
General and miscellaneous:	
General expenses . . . . .	\$313.80
Injuries and damages . . . . .	1,761.20
Insurance . . . . .	938.32
Stationery and printing . . . . .	188.04
Total—general and miscellaneous . . . . .	\$3,201.36
Recapitulation of expenses:	
Way and structures . . . . .	\$14,255.87
Equipment . . . . .	19,134.05
Traffic . . . . .	6.63
Conducting transportation . . . . .	40,233.31
General and miscellaneous . . . . .	3,201.36
Total operating expenses . . . . .	\$76,831.22
Ratio of operating expenses to operating revenues, 108.98%.	

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**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car mileage . . . . .	344,144
Passenger car hours . . . . .	47.454
Regular fare passengers carried . . . . .	1,401,913
Free transfer passengers carried . . . . .	103,608
Total passengers carried . . . . .	1,505,521
Passenger revenue . . . . .	\$69,851.75
Average fare, revenue passengers . . . . .	.04983
Average fare, all passengers (including transfer passengers) . . . . .	.04640
Total revenue from transportation . . . . .	70,135.64
Revenue from transportation per car mile . . . . .	.20380
Revenue from transportation per car hour . . . . .	1.47797
Total revenue from operations other than transportation . . . . .	364.56
Revenue from operations other than transportation per car mile . . . . .	.00106
Revenue from operations other than transportation per car hour . . . . .	.00768
Total operating revenues . . . . .	70,500.20
Operating revenues per car mile . . . . .	.20486
Operating revenues per car hour . . . . .	1.48565
Total operating expenses . . . . .	76,831.22
Operating expenses per car mile . . . . .	.22325
Operating expenses per car hour . . . . .	1.61907

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**Employees.**

General administration:	
General office clerks . . . . .	1
Maintenance:	
Superintendents . . . . .	1
Other employees . . . . .	14
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	42
Total . . . . .	59
Aggregate salaries and wages paid . . . . .	\$37,879.55

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## Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Closed passenger cars.....	10	..	10
Open passengers .....	11	..	11
Total passenger cars....	21	..	21
Work cars .....	1	1	2
Snow plows .....	1	..	1
Total cars of all classes	23	1	24

## Accidents to Persons.

	Killed.	Injured.	Total.
Passengers .....	..	2	2
Employees .....	..	..	..
Other persons.....	..	2	2
Total .....	..	4	4

REPORT  
OF THE  
PORTSMOUTH & EXETER STREET  
RAILWAY COMPANY

YEAR ENDING JUNE 30, 1912.

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In accordance with the decree of the Court, the entire property of this road was sold by public auction on April 22, 1912, as junk. Also, in accordance with the provisions of the order, the rails and pole line from Exeter to Greenland Parade have since been removed and the highway restored to a reasonable condition for travel thereon.

The portion of the line between Portsmouth Plains and Greenland Parade, covering about three and one-half miles, has been sold as junk, and is to be operated by the Boston & Maine Railroad as an extension of the Portsmouth Electric Railway.

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# REPORT

## OF THE

### SEABROOK & HAMPTON BEACH STREET RAILWAY COMPANY

YEAR ENDING JUNE 30, 1912.

#### History.

Exact name of common carrier making this report: Seabrook & Hampton Beach Street Railway Company.

Date of organization: July, 1901.

Under laws of what government, state, or territory organized?  
State of New Hampshire.

#### Principal Officers.

Chairman of the board and President . . .	David A. Belden .	Haverhill, Mass.
Vice-President and Sec- retary . . . . .	Samuel W. Emery	Boston, Mass.
Treasurer . . . . .	Samuel P. Russell	Haverhill, Mass.
General Solicitor and Attorney . . . . .	Samuel W. Emery	Boston, Mass.
Auditor . . . . .	Samuel P. Russell	Haverhill, Mass.
General Manager . . .	Franklin Woodman	Haverhill, Mass.
General Superintendent	Hector W. McKay	Amesbury, Mass.

#### Directors.

David A. Belden . . . . .	Haverhill, Mass.
Guy H. LaSuer . . . . .	Haverhill, Mass.
Raymond F. Smith . . . . .	Haverhill, Mass.
Samuel W. Emery . . . . .	Boston, Mass.
John S. Whitaker . . . . .	Portsmouth, N. H.

Term expires when successor is appointed.



### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: August 26, 1911.

Date of last closing of stock books before end of year: August 26, 1911.

Total number of stockholders of record: six.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

Individual, association or corporation, as trustee, which controlled the respondent on June 30, 1912: New York Trust Company, New York, N. Y.

The name of the beneficiary or beneficiaries for whom the trust was maintained: New Hampshire Electric Railways; a trust of similar nature to Massachusetts Electric Trust. Title is vested in trustee. Property is represented by shares having incidents of corporate shares.

New Hampshire Electric Railways owns all but five shares of the stock of the above named street railway company.

Road Operated.	
Line owned:	
Seabrook & Hampton Beach Street Railway Company—	
In Seabrook:	
From Smithtown to Hampton Falls line .	4.95 miles
In Hampton Falls:	
From Seabrook line to Hampton line . .	.21
In Hampton:	
From Hampton Falls line to end of track	.42
Total mileage owned (single track) .	5.58 miles
Line operated under trackage rights:	
Exeter, Hampton & Amesbury Street Railway Company—	
From Hampton to Hampton Beach . .	.55
Total mileage operated (single track) .	6.13 miles

## Mileage of Road Operated.

LINE IN USE.	Line owned.	Line operated under trackage rights.	Total mileage operated.
Miles of single track.....	5.58	.55	6.13
Miles of sidings and turnouts..	.53	.14	.67
Total mileage operated (all tracks) .....	6.11	.69	6.80

## Mileage of Line Operated.

## In New Hampshire:

Miles of line owned . . . . .	5.58 miles
Miles of line operated under trackage rights . . . . .	.55
Total mileage operated (single track) . . . . .	6.13 miles

## Mileage of Line Owned.

## (By States.)

New Hampshire (single track) . . . . .	5.58 miles
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## Capital Stock.

## Capital stock, common:

Number of shares authorized . . . . .	650
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	65,000.00
Total par value not held . . . . .	65,000.00
Dividends declared during year . . . . .	None

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**Funded Debt.**
**Mortgage bonds:**

Date of issue, 1908.

Date of maturity, 1928.

Total par value authorized and outstanding . . . . . \$45,000.00

Total par value not held . . . . . 45,000.00

**Interest—**

Amount accrued during year . . . . . 2,250.00

Amount paid during year . . . . . 6,750.00

Rate, 5%.

Payable, January 1 and July 1.

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**Recapitulation of Capitalization.**
**Capital stock:**

Total par value outstanding . . . . . \$65,000.00

Amount per mile of line . . . . . 11,648.75

**Funded debt:**

Total par value outstanding . . . . . 45,000.00

Amount per mile of line . . . . . 8,064.52

Total par value outstanding . . . . . 110,000.00

Total amount per mile of line . . . . . 19,713.27

Number of miles, 5.58.

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**Current Assets and Liabilities.**
**Cash and current assets:**

Cash . . . . . \$126.00

Accounts receivable . . . . . 12,001.70

Total . . . . . \$12,127.70

Balance—cash assets . . . . . \$12,127.70

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**Security for Funded Debt.**
**Mortgage bonds:****Road mortgaged—**

Seabrook to Hampton . . . . . 5.58 miles

Amount of mortgage per mile of line . . . . . \$8,064.52

All properties, franchises, rights, and income mortgaged.

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Total cost to June 30, 1912.
Road:		
Engineering and superintendence	\$3,970.80	\$3,970.80
Right of way.....	128.85	128.85
Grading .....	16,700.00	16,700.00
Ballast .....	4,600.00	4,600.00
Ties .....	12,000.00	12,000.00
Rails, rail fastenings, and joints..	23,500.00	23,500.00
Special work .....	1,700.00	1,700.00
Paving .....	8,000.00	8,000.00
Track laying and surfacing.....	8,540.92	8,540.92
Roadway tools .....	600.00	600.00
Bridges, trestles, and culverts....	4,300.00	4,300.00
Crossings, fences, cattle guards, and signs .....	2,500.00	2,500.00
Interlocking and other signal ap- paratus .....	600.00	600.00
Telegraph and telephone lines...	400.00	400.00
Poles and fixtures.....	4,600.00	4,600.00
Transmission system .....	900.00	900.00
Distribution system .....	18,394.85	18,394.85
Stations, waiting rooms, and mis- cellaneous buildings .....	150.00	150.00
Total .....	\$111,585.42	\$111,585.42

## Equipment:

Company owns none. It uses such as is used in common on that division and instead of being charged with rent of equipment, the company pays its share of maintenance and depreciation on the basis of car mileage over its tracks.

Cost of road per mile of line ..... \$19,997.39

## Income Account.

Operating revenues . . . . .	\$17,148.76
Operating expenses . . . . .	13,506.61
Gross income less operating expenses . . . . .	\$3,642.15
(Carried forward)	

Income Account.— <i>Concluded.</i>	
Gross income less operating expenses . . . . .	\$3,642.15
Interest on funded debt . . . . .	2,250.00
Net income . . . . .	\$1,392.15
Reserves for depreciation . . . . .	3,400.00
Deficit for year . . . . .	\$2,007.85
Surplus at beginning of year . . . . .	6,020.97
Surplus at close of year . . . . .	\$4,013.12
Operating Revenues.	
Revenues from transportation:	
Passenger revenue . . . . .	\$16,370.69
Parlor, chair, and special car revenue . . . . .	755.30
Freight revenue . . . . .	22.77
Total operating revenues . . . . .	\$17,148.76
Operating Expenses.	
Way and structures:	
Superintendence of way and structures . . . . .	\$63.19
Maintenance of way . . . . .	1,384.20
Maintenance of electric lines . . . . .	202.13
Buildings and structures . . . . .	9.79
Total—way and structures . . . . .	\$1,659.31
Equipment:	
Superintendence of equipment . . . . .	\$27.45
Maintenance of cars and locomotives . . . . .	639.77
Maintenance of electric equipment of cars and locomotives . . . . .	313.59
Miscellaneous equipment expenses . . . . .	36.10
Total—equipment . . . . .	\$1,016.91
Traffic:	
Traffic expenses . . . . .	\$413.45
Conducting transportation:	
Superintendence of transportation . . . . .	\$385.64
Group I—power—	
Power purchased . . . . .	2,921.23
Carried forward . . . . .	\$3,306.87

Operating Expenses.— <i>Concluded.</i>	
Brought forward . . . . .	\$3,306.87
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . . .	1,839.41
Miscellaneous transportation expenses . . . . .	421.52
Total—conducting transportation % . . . . .	\$5,567.80
General and miscellaneous:	
General expenses . . . . .	\$457.80
Injuries and damages . . . . .	818.54
Insurance . . . . .	158.00
Stationery and printing . . . . .	39.00
Store and stable expenses . . . . .	55.80
Rent of tracks and terminals . . . . .	3,320.00
Total—general and miscellaneous . . . . .	\$4,849.14
Recapitulation of expenses:	
Way and structures . . . . .	\$1,659.31
Equipment . . . . .	1,016.91
Traffic . . . . .	413.45
Conducting transportation . . . . .	5,567.80
General and miscellaneous . . . . .	4,849.14
Total operating expenses . . . . .	\$13,506.61
Ratio of operating expenses to operating revenues, 78.76%.	

## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$111,585.42	Cost of road .....	\$111,585.42
15,235.55	Cash and current assets.....	12,127.70
\$126,820.97	Total .....	\$123,713.12
	LIABILITIES.	
\$65,000.00	Capital stock, common.....	\$65,000.00
45,000.00	Funded debt .....	45,000.00
4,500.00	Current liabilities .....	.....
6,300.00	Reserves for depreciation .....	9,700.00
6,020.97	Surplus .....	4,013.12
\$126,820.97	Total .....	\$123,713.12

Mileage, Traffic, and Miscellaneous Statistics.	
Passenger car mileage . . . . .	50,000
Freight, mail, and express car mileage . . . . .	100
Total car mileage . . . . .	50,100
Passenger car hours . . . . .	3,673
Freight, mail, and express car hours . . . . .	11
Total car hours . . . . .	3,684
Regular fare passengers carried . . . . .	331,729
Passenger revenue . . . . .	\$16,370.69
Average fare, revenue passengers . . . . .	.04935
Average fare, all passengers . . . . .	.04935
Total revenue from transportation . . . . .	17,148.76
Revenue from transportation per car mile . . . . .	.34229
Revenue from transportation per car hour . . . . .	4.65493
Total operating revenues . . . . .	17,148.76
Operating revenues per car mile . . . . .	.34229
Operating revenues per car hour . . . . .	4.65493
Total operating expenses . . . . .	13,506.61
Operating expenses per car mile . . . . .	.26959
Operating expenses per car hour . . . . .	3.66629
<b>Employees</b>	
Maintenance:	
Other employees . . . . .	3
Transportation:	
Other employees . . . . .	5
Total . . . . .	8
Aggregate salaries and wages paid . . . . .	\$6,192.37

### Accidents to Persons.

None.

# REPORT

OF THE

## SPRINGFIELD ELECTRIC RAILWAY COMPANY OF NEW HAMPSHIRE

YEAR ENDING JUNE 30, 1912.

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**Corporate Name and Address of the Company.**  
SPRINGFIELD ELECTRIC RAILWAY COMPANY  
OF NEW HAMPSHIRE.

CHARLESTOWN, N. H.

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### History.

Exact name of common carrier making this report: Springfield Electric Railway Company of New Hampshire.

Date of organization: August 20, 1897.

Organized under laws of the State of New Hampshire.

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### Principal Officers.

President	. . . .	Nathan'l G. Brooks	Charlestown, N. H.
Secretary-Treasurer	. . . .	Frank W. Hamlin	Charlestown, N. H.
Auditor	. . . .	A. J. Crosby	. . Springfield, Vt.

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### Directors.

Nathaniel G. Brooks	. . . .	Charlestown, N. H.
Frank W. Hamlin	. . . .	Charlestown, N. H.
James A. Hunt	. . . .	Charlestown, N. H.
Marcus A. Coolidge	. . . .	Fitchburg, Mass.
Edward C. Crosby	. . . .	Brattleboro, Vt.

Term expires June 14, 1913.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors:  
June 12, 1912.

Total number of stockholders of record: 9.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

Other corporation or corporations, transportation or other, controlling the respondent on June 30, 1912: Sole, direct control of Springfield Electric Railway Company of Vermont.

The manner in which control was established:

Lease. Term, 99 years from October 1, 1897. Annual rental, \$100.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

### Road Operated.

Springfield Electric Railway Company of New Hampshire—

Charlestown to Cheshire Bridge . . . 2.250 miles

### Mileage of Road Operated.

Line owned:

Miles of single track . . . . . 2.250 miles

Miles of second track . . . . . .336

Miles of siding and turnouts . . . . . .282

Total mileage operated (all tracks) . . . 2.868 miles

### Mileage of Line Owned.

(By States.)

New Hampshire (single track) . . . . . 2.250 miles

### Road Assigned to Another Carrier Through Lease.

(Leased to Springfield Electric Railway of Vermont.)

Line:

Charlestown to Cheshire Bridge . . . . . 2.250 miles

Period:

October 1, 1897, to October 1, 1996.

Annual rental . . . . . \$1.00

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**Capital Stock.**
**Capital stock, common:**

Number of shares authorized . . . . .	120
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding .	12,000.00
Total par value not held . . . . .	12,000.00
Dividends declared during year . . . . .	None

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**Recapitulation of Capitalization.****Capital stock, common:**

Total par value outstanding . . . . .	\$12,000.00
Total amount per mile of line . . . . .	5,333.33
Number of miles, 2.250.	

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**Income Account.**

Gross income from lease of road . . . . .	\$1.00
Deductions:	
Paid to clerk for postage and incidental ex- penses . . . . .	\$1.00
Net income . . . . .	\$0.00

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**General Balance Sheet.**

<i>Assets.</i>	
Cost of railway . . . . .	\$12,000.00
<i>Liabilities.</i>	
Capital stock, common . . . . .	\$12,000.00

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**Description of Equipment.**

The equipment used in the operation of the road is furnished by the lessee.

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# REPORT

OF THE

## SPRINGFIELD ELECTRIC RAILWAY COMPANY OF VERMONT

YEAR ENDING JUNE 30, 1912.

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### Corporate Name and Address of the Company.

SPRINGFIELD ELECTRIC RAILWAY COMPANY  
OF VERMONT.

SPRINGFIELD, VT.

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### History.

Exact name of common carrier making this report: Springfield  
Electric Railway Company of Vermont.

Date of organization: 1896.

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### Principal Officers.

President . . . .	Edward C. Crosby .	Springfield, Vt.
First Vice-President . . . .	M. A. Coolidge . .	Springfield, Vt.
Secretary . . . . .	A. J. Crosby . . .	Springfield, Vt.
Treasurer . . . . .	M. A. Coolidge . .	Springfield, Vt.
General Counsel . . . .	H. H. Blanchard and E. B. Flinn . . . .	Springfield, Vt.
Auditor . . . . .	H. H. Blanchard . .	Springfield, Vt.
General Manager . . . .	Edward C. Crosby .	Springfield, Vt.
Superintendent . . . .	A. J. Crosby . . .	Springfield, Vt.

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**Directors.**

Edward C. Crosby . . . .	Brattleboro, Vt.
M. A. Coolidge . . . .	Fitchburg, Mass.
W. W. Brown . . . .	Springfield, Vt.
A. J. Crosby . . . .	Springfield, Vt.
H. H. Blanchard . . . .	Springfield, Vt.
Term expires 1913.	

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**Facts Pertaining to Control.**

Date of last meeting of stockholders for election of directors: July 9, 1912.

Date of last closing of stock books before end of year for which this report is made: 1 week.

Total number of stockholders of record at the date required in answer to Question 2: 10.

Each share of stock has one vote.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

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**Road Operated.****Line owned:**

Springfield Electric Railway Company of Vermont, from Springfield, Vt., to Cheshire Bridge . . . . .	4.250 miles
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**Line operated under lease:**

Springfield Electric Railway Company of New Hampshire, from Cheshire Bridge to Charlestown, N. H. . . . .	2.250
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Total mileage operated (single track) . . . .	6.500 miles
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## Mileage of Road Operated.

LINE IN USE.	Line owned.	Line operated under lease.	Total.
Miles of single track.....	4.250	2.250	6.500
Miles of second track.....	.329	.336	.665
Miles of sidings and turnouts.	1.059	.282	1.341
Total mileage operated (all tracks)...	5.638	2.868	8.506

## Mileage of Line Operated—By States.

STATE	Line owned.	Line operated under lease.	Total.
New Hampshire .....	.....	2.250	2.250
Vermont .....	4.250	.....	4.250
Total mileage operated (single track)...	4.250	2.250	6.500

## Mileage of Line Owned—by States.

	Line owned.
Vermont .....	4.250 miles
Road Acquired Through Lease or Other Agreement.	
Springfield Electric Railway Company of New Hampshire . . . . .	2.250 miles

### Road Acquired Through Lease or Other Agreement.—*Concluded.*

Date of lease, 1897. Term, 99 years.

The Springfield Electric Railway Company of New Hampshire was leased to the Springfield Electric Railway Company of Vermont September 21, 1897, for a period of 99 years at an annual rental of \$1.

### Capital Stock.

#### Capital stock, common:

Number of shares authorized . . . . .	750
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	75,000.00
Total par value outstanding and not held by respondent . . . . .	75,000.00
Dividends declared during year . . . . .	None

#### Capital stock, preferred:

Number of shares authorized . . . . .	750
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	75,000.00
Total par value outstanding and not held by respondent . . . . .	13,500.00
*Dividends paid during year . . . . .	715.00
Rate: 6%.	
Total number of shares authorized . . . . .	1,500
Total par value authorized . . . . .	\$150,000.00
Total par value outstanding and not held by respondent . . . . .	88,500.00

### Funded Debt.

#### Class of bond or obligation:

##### Mortgage bonds—

Date of issue, 1897.

Date of maturity, 1917.

Total par value authorized, outstanding, and not held by respondent, \$100,000.

##### Interest—

Rate, 5%.

Payable, May and November.

Amount accrued during year, \$5,000.

Amount paid during year, \$5,000.

\*A portion of the capital stock was not outstanding for the full year. Dividends on the same were paid for the proportional part of the year only.

## Recapitulation of Capitalization.

ACCOUNT.	Total par value outstanding.	Amount per mile of line.	
		Miles.	Amount.
Capital stock .....	\$88,500	4.250	\$20,823.53
Funded debt .....	100,000	4.250	23,529.41
Total .....	\$188,500		\$44,352.94

## Current Assets and Liabilities.

Cash and current assets:			
Cash . . . . .	.	.	\$255.31
Balance—current liabilities . . . . .	.	.	75,925.71
Total . . . . .	.	.	\$76,181.02
Current liabilities:			
Loans and notes payable . . . . .	.	.	\$76,181.02
Total . . . . .	.	.	\$76,181.02

## Security for Funded Debt.

First mortgage:			
Road mortgaged . . . . .	.	.	4.250 miles
Amount of mortgage per mile of line . . . . .	.	.	\$23,529.41
Property mortgaged—			
Franchise and property acquired and to be acquired.			

## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Additions during year.	Total cost to June 30, 1912.
Road and equipment.....	\$273,529.74	\$2,140.16	\$275,669.90

Income Account.	
Operating revenues . . . . .	\$48,182.93
Operating expenses . . . . .	30,739.54
Net operating revenue . . . . .	\$17,393.39
Deductions from income:	
Taxes —	
On capital stock . . . . .	\$15.00
On earnings . . . . .	968.99
Miscellaneous . . . . .	359.57
	\$1,343.56
Interest—	
On funded debt . . . . .	\$5,000.00
On floating debt . . . . .	5,328.44
	\$10,328.44
Rents of leased lines . . . . .	\$1.00
Total deductions . . . . .	11,673.00
Net income . . . . .	\$5,720.39
Dividends on preferred stock. . . . .	715.00
Surplus for year . . . . .	\$5,005.39
Surplus at beginning of year . . . . .	13,398.64
Surplus at close of year . . . . .	\$18,404.03
Operating Revenues.	
Revenue from transportation:	
Passenger revenue . . . . .	\$18,787.38
Baggage revenue . . . . .	209.89
Mail revenue . . . . .	875.90
Express revenue . . . . .	1,668.39
Milk revenue . . . . .	979.14
Freight revenue . . . . .	24,407.83
Miscellaneous transportation revenue . . . . .	199.51
Total revenue from transportation . . . . .	\$47,128.04
(Carried forward)	



Operating Revenues.— <i>Concluded.</i>	
Total revenue from transportation	
Brought forward	\$47,128.94
Revenue from operations other than transportation:	
Station and car privileges . . . . .	\$100.00
Rents of buildings and other property . . . . .	247.48
Miscellaneous . . . . .	707.41
Total revenue from operations other than transportation . . . . .	\$1,054.89
Total operating revenues . . . . .	\$48,182.93
Railway Stocks Owned.	
	Valuation of stocks owned.
Stock of corporations whose property forms a part of the system of respondent corporation:	
Springfield Electric Railway of New Hampshire . . . . .	\$11,100.00
Operating Expenses.	
Way and structures:	
Superintendence of way and structures . . . . .	\$900.00
Maintenance of way . . . . .	3,348.44
Maintenance of electric lines . . . . .	82.90
Buildings and structures . . . . .	120.26
Total—way and structures . . . . .	\$4,451.60
Equipment:	
Superintendence of equipment . . . . .	\$824.97
Maintenance of power equipment . . . . .	1,371.51
Maintenance of cars and locomotives . . . . .	1,358.43
Maintenance of electric equipment of cars and locomotives . . . . .	1,072.02
Miscellaneous equipment expenses . . . . .	1,186.08
Total—equipment . . . . .	\$5,813.01
Traffic:	
Traffic expenses . . . . .	\$4.00
(Continued)	

<b>Operating Expenses. —Concluded.</b>	
Conducting transportation:	
Superintendence of transportation . . . .	\$2,100.00
Group I—power—	
Power-plant employees . . . . .	1,971.55
Other power supplies and expenses . . . .	3,482.21
Power purchased . . . . .	1,878.25
Group II—operation of cars—	
Conductors, motormen, and trainmen . . . .	5,672.08
Miscellaneous transportation expenses . . . .	2,412.59
Total—conducting transportation . . . .	\$17,516.68
General and miscellaneous:	
General expenses . . . . .	\$2,117.88
Insurance . . . . .	256.78
Stationery and printing . . . . .	145.00
Store and stable expenses . . . . .	484.59
Total—general and miscellaneous . . . .	\$3,004.25
Recapitulation of expenses:	
Way and structures . . . . .	\$4,451.60
Equipment . . . . .	5,813.01
Traffic . . . . .	4.00
Conducting transportation . . . . .	17,516.68
General and miscellaneous . . . . .	3,004.25
Total operating expenses . . . . .	\$30,789.54
Ratio of operating expenses to operating revenues, 63.90%.	

**General Balance Sheet.**

<i>Assets.</i>	
Cost of road . . . . .	\$275,669.90
Other permanent investments:	
Stocks owned . . . . .	11,100.00
Cash and current assets . . . . .	255.31
Total . . . . .	\$287,025.21
<i>Liabilities.</i>	
Capital stock, preferred . . . . .	\$13,500.00
Capital stock, common . . . . .	75,000.00
Funded debt . . . . .	100,000.00
Carried forward . . . . .	\$188,500.00

**General Balance Sheet. —Concluded.***Liabilities.—Concluded.*

Brought forward . . . . .	\$188,500.00
Floating debt . . . . .	76,181.02
Accrued liabilities . . . . .	1,800.00
Reserve for depreciation . . . . .	2,140.16
Surplus . . . . .	18,404.03
Total . . . . .	\$287,025.21

**Mileage, Traffic, and Miscellaneous Statistics.**

Passenger car mileage . . . . .	} .	\$74,871.15
Freight, mail, and express car mileage . . . . .		
Regular fare passengers carried . . . . .		89,268
Revenue transfer passengers carried . . . . .		57,706
Total revenue passengers carried . . . . .		146,974
Passenger revenue . . . . .		\$18,787.38
Average fare, revenue passengers . . . . .		.12783
Total revenue from transportation . . . . .		47,128.04
Revenue from transportation per car mile . . . . .		.62946
Total revenue from operations other than transportation . . . . .		1,054.89
Revenue from operations other than transportation per car mile . . . . .		.01409
Total operating revenues . . . . .		48,182.93
Operating revenues per car mile . . . . .		.64354
Total operating expenses . . . . .		30,789.54
Operating expenses per car mile . . . . .		.41123

**Employees.**

General administration:	
General officers . . . . .	2
General office clerks . . . . .	1
Maintenance:	
Superintendents . . . . .	1
Other employees . . . . .	3
Transportation:	
Superintendents . . . . .	1
Other employees . . . . .	16
Total . . . . .	24
Aggregate salaries and wages paid . . . . .	\$15,500.00

Description of Equipment.

	With electric equipment.	Without electric equipment.	Total number.
Freight cars .....	3	..	3
Mail cars .....	4	..	4
Express cars .....			
Baggage cars .....			
Combination cars .....	1	..	1
Snow plows .....	..	1	1
Miscellaneous .....			
Total cars of all classes	8	1	9

Accidents to Persons.

None.

# REPORT

OF THE

## UNCANOONUC INCLINE RAILWAY & DEVELOPMENT COMPANY

YEAR ENDING JUNE 30, 1912.

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### History.

Exact name of common carrier making this report: Uncanoonuc Incline Railway & Development Company.

Date of organization: April 7, 1903.

Organized under laws of State of New Hampshire.

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### Principal Officers.

Chairman of the Board and President . . .	C. B. Littlefield .	Manchester, N. H.
Vice-President . . .	John W. Lovering	Sandown, N. H.
Secretary and Treasurer . . . . .	Jessee B. Pattee .	Manchester, N. H.
General Manager . . .	Henry A. Luxson	Grasmere, N. H.

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### Directors.

Chauncey B. Littlefield . . .	Manchester, N. H.
John W. Lovering . . . . .	Sandown, N. H.
Seth D. Chandler . . . . .	Nashua, N. H.
William W. Forbes . . . . .	Manchester, N. H.
Jessee B. Pattee . . . . .	Manchester, N. H.
Walter H. Underwood . . . .	Manchester, N. H.
Fred W. Emmerson . . . . .	Lebanon, N. H.

Term expires: December 10, 1912.

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### Facts Pertaining to Control.

Date of last meeting of stockholders for election of directors: December 12, 1911.

Date of last closing of stock books before end of year: December 4, 1911.

Total number of stockholders of record: 146.

Each share of stock has one vote.

No issue of securities has contingent voting rights.

No issue of securities has special privileges in the election of directors.

No other corporation or corporations, transportation or other, controlled the respondent on June 30, 1912.

No individual, association, or corporation, as trustee, controlled the respondent on June 30, 1912.

Road Operated.	
Line owned:	
Uncanoonuc Incline Railway & Development Company—	
Shirley Station, Goffstown, N. H., to summit of Uncanoonuc Mountain . . . . .	2.750 miles

Mileage of Road Operated.	
Line owned and operated:	
Miles of single track . . . . .	2.750 miles
Miles of sidings and turnouts . . . . .	140 feet

Mileage of Line Operated.	
Mileage of line owned and operated, by states:	
New Hampshire (single track) . . . . .	2.750 miles

Mileage of Line Owned.	
(By States.)	
New Hampshire (single track) . . . . .	2.750 miles

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**Capital Stock.**
**Capital stock:**

Number of shares authorized . . . . .	1,500
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	150,000.00
Total par value outstanding . . . . .	83,700.00
Total par value not held . . . . .	83,700.00
Dividends declared during year . . . . .	None

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**Recapitulation of Capitalization.****Capital stock:**

Total par value outstanding . . . . .	\$83,700.00
Amount per mile of line . . . . .	30,436.36
Number of miles, 2.750.	

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**Current Assets and Liabilities.****Cash and current assets:**

Cash . . . . .	\$445.34
Balance—current liabilities . . . . .	19,961.33
Total . . . . .	\$20,406.67

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**Current liabilities:**

Loans and notes payable . . . . .	\$9,040.00
Loans and notes payable on account of land . . . . .	11,366.67
Total—current liabilities . . . . .	\$20,406.67

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## Expenditures for Road, Equipment, Etc.

ACCOUNT.	Total cost to June 30, 1911.	Addi- tions during year.	Total cost to June 30, 1912.
Road:			
Engineering and other ex- penses incident to con- struction .....	\$11,314.89	.....	\$11,314.89
Right of way.....	2,314.90	.....	2,314.90
Grading .....			
Ballast .....			
Ties .....			
Rails, rail fastenings, and joints .....			
Special work .....			
Underground construc- tion .....	54,389.20	\$116.91	54,506.11
Paving .....			
Track laying and surfac- ing .....			
Roadway tools .....			
Poles and fixtures.....	3,804.96	.... ..	3,804.96
Stations, waiting rooms, and miscellaneous build- ings .....	16,247.95	.....	16,247.95
Total .....	\$88,071.90	\$116.91	\$88,188.81
Equipment:			
Cars .....	\$3,735.00	.....	\$3,735.00
Electric equipment of cars.	2,000.00	.....	2,000.00
Other rail equipment .....	380.00	.....	380.00
Total .....	\$6,115.00	.....	\$6,115.00
General expenditures:			
Miscellaneous .....	\$394.04	.....	\$394.04
Recapitulation:			
Road .....	\$88,071.90	\$116.91	\$88,188.81
Equipment .....	6,115.00	.....	6,115.00
General expenditures.....	394.04	.....	394.04
Total .....	\$94,580.94	\$116.91	\$94,697.85
Cost of road per mile of line.	.....	.....	\$32,068.66
Cost of equipment per mile of line .....	.....	.....	2,223.64
General expenditures per mile of line.....	.....	.....	143.28
Total per mile of line....	.....	.....	\$34,435.58



Income Account.	
Operating revenues . . . . .	\$10,064.27
Operating expenses . . . . .	8,950.62
Net operating revenue . . . . .	\$1,113.65
Deductions from income:	
Taxes . . . . .	\$162.90
Interest . . . . .	426.68
Total deductions . . . . .	589.58
Net income . . . . .	\$524.07
Profit or loss adjustments during year:	
Debits—	
Adjustment of interest . . . . .	\$38.03
Bills due June 30, 1910, not reported in previous report . . . . .	17.58
Adjustment with E. C. Smith, former treasurer . . . . .	19.08
	74.69
Surplus at close of year . . . . .	\$449.38
Operating Revenues.	
Revenue from transportation:	
Passenger revenue . . . . .	\$5,995.60
Revenue from operations other than transportation:	
Telegraph and telephone service . . . . .	\$3.03
Rent of buildings and other property . . . . .	172.15
Miscellaneous . . . . .	3,893.49
Total revenue from operations other than transportation . . . . .	4,068.67
Total operating revenues . . . . .	\$10,064.27
Operating Expenses.	
Way and structures:	
Maintenance of way . . . . .	\$107.38
Maintenance of electric lines . . . . .	78.13
Buildings and structures . . . . .	134.64
Total—way and structures . . . . .	\$320.15
(Continued)	

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**Operating Expenses.—Concluded.**
**Equipment:**

Maintenance of cars and locomotives . . .	\$12.00
Miscellaneous equipment expenses . . .	70.35

Total—equipment . . . . .	\$82.35
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**Traffic:**

Traffic expenses . . . . .	\$193.32
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**Conducting transportation:****Group I—power—**

Power supplies and expenses . . .	\$44.02
Power purchased . . . . .	1,007.11

**Group II—operation of cars—**

Conductors, motormen, and trainmen . .	784.35
Miscellaneous transportation expenses .	54.30

Total—conducting transportation . . .	\$1,889.78
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**General and miscellaneous:**

General expenses . . . . .	\$6,236.97
Insurance . . . . .	228.05

Total—general and miscellaneous . . .	\$6,465.02
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**Recapitulation of expenses:**

Way and structures . . . . .	\$320.15
Equipment . . . . .	82.35
Traffic . . . . .	193.32
Conducting transportation . . . . .	1,889.78
General and miscellaneous . . . . .	6,465.02

Total operating expenses . . . . .	\$8,950.62
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Ratio of operating expenses to operating revenues, 88.93%.

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## Comparative General Balance Sheet.

June 30, 1911.	ASSETS.	June 30, 1912.
\$88,071.90	Cost of road .....	\$88,188.81
6,115.00	Cost of equipment.....	6,115.00
394.04	General expenditures .....	394.04
.....	Lands owned .....	15,000.00
.....	Investment in water-works sys- tem .....	385.41
758.28	Cash and current assets.....	445.34
<u>\$95,339.22</u>	<u>Total .....</u>	<u>\$110,528.60</u>
LIABILITIES.		
\$83,700.00	Capital stock, common.....	\$83,700.00
9,300.00	Current liabilities .....	20,406.67
2,339.22	Suspense .....	2,339.22
.....	Miscellaneous:	
.....	Value of land in excess of mortgage liabilities .....	3,633.33
.....	Surplus .....	449.38
<u>\$95,339.22</u>	<u>Total .....</u>	<u>\$110,528.60</u>

## Mileage, Traffic, and Miscellaneous Statistics.

Passenger car mileage . . . . .	21,450
Passenger car hours . . . . .	1,950
Regular fare passengers carried . . . . .	56,424
Passenger revenue . . . . .	\$5,995.60
Average fare, revenue passengers . . . . .	.10626
Average fare, all passengers . . . . .	.10626
Total revenue from transportation . . . . .	5,995.60
Revenue from transportation per car mile . . . . .	.27952
Revenue from transportation per car hour . . . . .	3.07467
Total revenue from operations other than trans- portation . . . . .	4,068.87
Revenue from operations other than transporta- tion per car mile . . . . .	.18968
Revenue from operations other than transporta- tion per car hour . . . . .	2.08650

(Continued)

Mileage, Traffic, and Miscellaneous Statistics. —Concluded.	
Total operating revenues . . . . .	\$10,064.67
Operating revenues per car mile . . . . .	.46922
Operating revenues per car hour . . . . .	5.16137
Total operating expenses . . . . .	8,950.62
Operating expenses per car mile . . . . .	.41728
Operating expenses per car hour . . . . .	4.59006
Employees.	
General administration:	
General officers . . . . .	2
Transportation:	
Superintendents . . . . .	..
Other employees . . . . .	5
Total . . . . .	7
Aggregate salaries and wages paid . . . . .	\$1,056.65
Description of Equipment.	
Open passenger cars, with electric equipment . . . . .	3

## SUMMARY OF RAILROAD ACCIDENTS.

The annual reports of the railroads, given on pages 251-733, include all accidents resulting in serious injuries to persons for the year ending June 30, 1912. Tables showing in detail the number of casualties to persons on the steam railroads are given on pages 276, 335, 356, 453, and the following table contains a summary for the years 1902-1912:

Number of Persons Killed and Injured on Railroads in New Hampshire, 1902-1912.

STEAM RAILROADS.

Year ending June 30,	Pas- sen- gers.		Em- ploy- ees.		Travelers at grade crossings.		Tres- pass- ers.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1902	..	9	11	28	11	2	15	1	2	1	39	41
1903	3	15	13	14	7	2	12	2	1	..	36	33
1904	1	9	14	17	3	..	17	1	4	1	39	28
1905	..	9	11	28	2	2	20	7	..	5	33	51
1906	1	5	7	34	6	3	26	12	..	1	40	55
1907	..	6	15	33	3	2	17	9	1	3	36	53
1908	26	26	14	37	6	1	16	13	2	4	64	81
1909	..	14	11	38	5	..	31	10	3	2	50	64
1910	1	2	10	12	6	..	23	13	..	2	40	29
1911	1	7	13	23	7	3	17	11	..	1	38	45
Total	33	102	119	264	56	15	194	79	13	20	415	480
Average	3	10	12	26	6	1	19	8	1	2	41	48
Year ending June 30, 1912	..	1	8	11	11	4	26	7	..	..	45	23

**Number of Persons Killed and Injured on Street Railways  
Operating in New Hampshire, Year Ending June 30, 1912.**

	Killed.	Injured.	Total.
Passengers .....	..	86	86
Employees .....	1	3	4
Other persons .....	2	4	6
Total .....	3	93	96

The following table is taken from the report of the Interstate Commerce Commission and includes all the railroads in the United States:

**Casualties to Persons, Year Ending June 30, 1912.**

	Steam.		Electric.	
	Killed.	Injured.	Killed.	Injured.
Passengers:				
In train accidents.....	139	9,391	7	1,462
Other causes .....	179	6,995	28	1,400
Total .....	318	16,386	35	2,862
Employees on duty:				
In train accidents.....	596	7,098	14	144
In coupling accidents.....	192	3,234	2	18
Overhead obstructions, etc.	77	1,523	...	22
Falling from cars, etc.....	573	13,874	13	96
Other causes .....	1,482	23,391	17	159
Total .....	2,920	49,120	46	439
Total passengers and employees on duty.....	3,228	65,506	81	3,301
(Continued)				

Casualties to Persons, Year Ending June 30, 1912.—*Concluded.*

Employees not on duty:				
In train accidents.....	20	156	...	11
In coupling accidents.....	.....	2	...	.....
Overhead obstructions, etc.	1	12	...	1
Falling from cars, etc.....	53	312	1	11
Other causes .....	241	477	...	1
Total .....	315	959	1	24
Other persons:				
Not trespassing—				
In train accidents.....	13	277	...	7
Other causes .....	1,185	4,746	118	652
Total .....	1,198	5,023	118	659
Trespassers—				
In train accidents.....	91	151	...	.....
Other causes .....	5,343	5,536	100	128
Total .....	5,434	5,687	100	128
Total accidents involving train operation .....	10,185	77,175	300	4,112
Industrial accidents to employees not involving train operation .....	400	92,363	24	550
Grand total .....	10,585	169,538	324	4,662

No.	NAME OF COMPANY.	MILEAGE OPERATED.		Stock.	Bonds.	Cash and Current assets.	Current liabilities.	No.
		Single Track.	All Tracks.					
1	Atlantic Shore .....	90.40	95.15	\$1,000,000	\$2,535,250	14,852.87	.....	1
2	Bay State .....	*754.73	*941.79	21,135,900	20,090,000	12,535.14	1,869.98	2
3	Berlin .....	7.50	7.75	110,000	105,000	12,226.98	.....	3
4	Chester & Derry .....	7.75	8.08	50,000	50,000	.....	27.91	4
5	Claremont .....	5.33	8.41	160,000	150,000	.....	21,545.23	5
6	Concord & Manchester .....	28.70	30.72	(a)	(a)	6,374.70	6,678.50	6
7	Dover, Somersworth & Rochester .....	20.00	20.82	375,000	300,000	2,536.54	1,339.91	7
8	Exeter, Hampton & Amesbury .....	20,721	21,606	137,000	113,000	2,517,696.88	5,189,267.04	8
9	Haverhill, Plaistow & Newton .....	8.15	8.47	225,000	145,000	\$37,487.87	\$38,431.50	9
10	Hudson, Pelham & Salem .....	28.10	30.60	200,000	200,000	519.80	81,185.63	10
11	Keene .....	8.34	8.58	145,000	140,900	2,400.72	10,669.25	11
12	Laconia .....	8.36	8.87	140,000	131,000	4,743.02	26,832.84	12
13	Manchester .....	28,659	41,368	1,219,500	.....	48,902.37	102,690.27	13
14	Manchester & Derry .....	8,030	8,418	175,000	125,000	712.73	25,828.66	14
15	Manchester & Nashua .....	12,378	14,335	290,000	200,000	8,100.93	11,655.61	15
16	Nashua .....	14.61	16.13	325,000	150,000	.....	.....	16
17	Portsmouth .....	18.10	19.24	(b)	(b)	.....	.....	17
18	Seabrook & Hampton Beach .....	6.13	6.80	65,000	45,000	12,127.70	.....	18
19	Springfield of N. H. ....	2,250	2,868	12,000	.....	.....	70,181.02	19
20	Springfield of Vt. ....	**6.50	**8.506	88,500	100,000	255.31	20,406.67	20
21	Uncanoonuc .....	2.75	¶2.75	83,700	.....	446.34	.....	21
		1,087.438	1,311.261	\$25,886,600	\$24,580,150	\$2,689,221.58	\$5,614,610.02	

(Continued.)

\*Includes the mileage of the Nashua Street Railway, which is operated under lease.

†And 140 feet of siding and turnouts.

\*\*Includes the mileage of the Springfield Electric Railway Company of N. H., which is operated under lease.

(a) Stock and bonds issued by Concord &amp; Montreal Railroad.

(b) Stock and bonds issued by Boston &amp; Maine Railroad.



Street Railway Statistics.—*Concluded.*

No.	NAME OF COMPANY.	Income all sources.	Total deductions including operating expenses.	Net income.	Deficit for year.	No. five-cent fares.	Div. %	No.
1	Atlantic Shore .....	\$356,042.76	\$379,104.47	.....	\$23,061.71	5,963,963	5 com.	1
2	Bay State .....	9,059,844.30	7,590,380.68	\$1,469,463.62	.....	†171,091,100	6 pfd.	2
3	Berlin .....	44,317.87	37,281.67	7,036.20	.....	878,468	.....	3
4	Chester & Derry .....	16,140.74	15,263.17	877.57	.....	278,541	.....	4
5	Claremont .....	34,779.94	33,443.13	1,336.81	.....	351,044	.....	5
6	Concord & Manchester .....	175,504.61	110,195.50	65,309.11	.....	3,480,777	.....	6
7	Dover, Somersworth & Rochester .....	108,919.57	104,046.58	4,872.99	.....	2,072,205	.....	7
8	Exeter, Hampton & Amesbury .....	52,335.67	52,459.62	.....	.....	997,173	.....	8
9	Haverhill, Plaistow & Newton .....	36,487.50	43,574.81	1,476.05	.....	714,835	.....	9
10	Hudson, Pelham & Salem .....	102,297.79	141,404.30	.....	.....	1,998,182	.....	10
11	Keene .....	31,912.30	28,828.68	3,083.62	.....	623,121	.....	11
12	Laconia .....	35,751.69	36,270.82	.....	519.13	685,021	.....	12
13	Manchester .....	411,086.62	326,010.10	85,076.52	.....	8,182,272	6	13
14	Manchester & Derry .....	25,440.43	33,356.97	.....	7,916.54	478,168	.....	14
15	Manchester & Nashua .....	44,587.58	44,379.03	208.55	.....	834,063	.....	15
16	Nashua .....	432,621.91	32,621.91	.....	.....	\$	6	16
17	Portsmouth .....	70,500.20	76,831.22	.....	.....	1,397,035	.....	17
18	Seabrook & Hampton Beach .....	17,148.76	19,156.61	.....	6,331.02	327,414	.....	18
19	Springfield of N. H. ....	‡1.00	1.00	.....	2,007.85	***	.....	19
20	Springfield of Vt. ....	48,182.93	42,462.54	.....	.....	375,747	6 pfd.	20
21	Uncanoonuc .....	10,064.27	9,540.20	5,720.39	.....	119,912	.....	21
		\$10,716,168.44	\$9,156,613.01	\$1,645,585.50	\$86,030.07	200,859,041		

†Includes five-cent fares on Nashua Street Railway, estimated as 1,974,749.

‡From lease of road.

§Included in figures of Bay State Street Railway.

\*\*\*Includes fares collected on the Springfield Electric Railway Company of N. H.

# FARES.

(The following table shows the fares charged by the Street Railway Companies on April 1, 1913.)

NAME OF COMPANY.	Cash fare per fare zone.	Communtation tickets.		Scholars' and juvenile tickets.		Additional Information.
	Cents.	Cents.		Cents.		
Atlantic Shore Railway..... (Dover & Portsmouth to York Beach.)	6	5*	3			*100 coupons, good for bearer, \$5.00; 5 coupons, good for bearer, 25 cents; workmen's tickets, 100 coupons, \$4.00, limited to person, date and trip specified on ticket; juvenile tickets, 100 coupons, \$3.00, limited to ages 5-18 and to person, date and trip specified on ticket. Children under 5 years free if in charge of older person; over 5 years, full fare. Passengers entitled to carry hand baggage only.
Bay State Street Railway..... (Nashua to Mass. State Line.)	5	.....	2.5*			*Scholars' tickets, one-half regular fare. Special cars between Nashua and Stewart's Corner or Stewart's Corner and Massachusetts state line, one way \$3.00, round trip \$5.00; between Nashua and Massachusetts state line one way \$7.00, round trip \$10.00.
Berlin Street Railway..... (Berlin to Gorham.)	5	.....	.....			Carries mail from Berlin to Berlin Mills. Also carries small packages. Charge 5-25 cents.
Chester & Derry Railroad Assn.....	5	4*	2.5†			*Family tickets, 100 at \$4.00, unlimited in time. †Workmen's and students' tickets, 100 at \$2.50, limited as to time and person. Excursion rates: round trip, Chester and Derry, 25 cents. Small parcels, 10 cents. Trunks, 20 cents to Derry, 25 cents to Chester.
Claremont Railway & Lighting Co.....	6	4*	3‡			*Special tickets, 25 for \$1.00, non-transferable, good for 20 days between hours 6-7 A. M., 12 M. to 1 P. M., 6-7 P. M.

(Continued.)

FARES.—*Concluded.*

NAME OF COMPANY.	Cash fare per fare zone.		Comm-tadon tickets.		Scholars' and juve-nile tickets.		Additional Information.
	Cents.		Cents.		Cents.		
Concord & Manchester Electric Branch..	5	....	....	....	....	....	†School children. Baggage, double passenger fare each trunk or equivalent. Schedule of freight rates.
Dover, Somersworth & Rochester Street Railway Co. ....	5	4½*	2.5†	....	....	....	†Special cars range from \$1.00 one way between Concord and West Concord, to \$25.00 round trip, Concord and Manchester.
Exeter, Hampton & Amesbury Street Railway .....	6	5*	3†	....	....	....	*Coupon books, 45 rides between Dover and Somers-worth \$3.75, two-fare limits; use limited to 5.30-8 A. M. and 5-7 P. M. †Scholars' coupon books, 40 rides, \$1.00.
Haverhill, Plalstow & Newton Street Railway Co. ....	5	3.75*	2.5†	....	....	....	*50 and 100-ride coupon ticket books, 5 cents per ticket; summer excursion tickets, 8 for 40 cents. †Scholars' ticket books, 3 cents per ticket. Express rates same as cash fare passengers. Special car rates between Whittier's and North or Hampton Beaches or Smithtown, \$3.50 one way, \$5.00 round trip; between Whittier's and Exeter, \$7.00 one way, \$10.00 round trip, 10 bench cars; 50 cents to \$2.00 additional for 14 bench cars. *\$3.75 coupon books, good for 50 rides between Hav-erhill and Peaslee's Crossing or Merrimack; also between Amesbury and Merrimack or Newbury-port, two fare zones. 90-cent coupon books, good for 24 fares between Newburyport and Smithtown.

Haverhill, Plaistow & Newton Street Railway Co.— <i>Continued</i> .....	5*	3.75*	2.5*	†Scholars' coupon books good for 40 fares, \$1.00. No baggage or express matter handled except between Haverhill, Salisbury Beach, Hampton Beach, and intermediate points. Extended schedule of freight rates.
Hudson, Pelham & Salem Street Railway Co. ....	5	3.75*	2.5*	*Same schedule of rates as Haverhill, Plaistow & Newton Street Railway Co.
The Keene Electric Railway Co. ....	6	5.25*	....	*100-ride books, good in Keene or Marlboro, \$5.25 each. Strips of 7 tickets, 40 cents. Free transfers are given.
Laconia Street Railway .....	6	....	....	Special car, Laconia to Lakeport, before 11 o'clock P. M., \$3.00; midnight, or after, \$5.00. Special car, Laconia to Weirs, \$8.00; after midnight, \$12.00. Small packages same as fare. Freight, 15 cents per hundred.
Manchester Street Railway .....	5	....	....	Manchester to Goffstown, two fare limits.
Manchester & Derry Street Railway .....	5	....	....	Goff's Falls to Derry, two fare limits.
Manchester & Nashua Street Railway .....	5	....	....	Three fare limits to Hudson Bridge.
Portsmouth Street Railway .....	5	....	3*	*Scholars' tickets, 100 for \$3.00, limited to length of school session. Free transfers between main line and loops, for full fares.
Seabrook & Hampton Beach Street Railway Co. ....	5*	3.75*	2.5*	*Same schedule of rates as Haverhill, Plaistow and Newton Street Railway Co.
Springfield (Vt.) Electric Railway Co. ....	5	....	....	Charlestown to Cheshire Bridge 5 cents; to Springfield, Vt., 25 cents.
Uncanoonuc Incline Railway .....	....	....	....	Shirley to base of mountain, 5 cents, base to summit, round trip, 25 cents, one way, 15 cents. Children, round trip, 15 cents. Season, May 1 to October 15.



PART V.

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TRACTION COMPANY RETURNS.



# REPORT

OF THE

## EXETER RAILWAY AND LIGHTING COMPANY

YEAR ENDING JUNE 30, 1912.

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Corporate Name and Address of the Company.

EXETER RAILWAY AND LIGHTING COMPANY.

201 DEVONSHIRE STREET, BOSTON, MASS.

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### Principal Officers.

President . . . .	Charles H. Tenney .	Boston, Mass. 201 Devonshire St.
Vice-President . .	Allen Hollis . . .	Concord, N. H.
Treasurer . . . .	Elihu A. Bradley .	Boston, Mass. 201 Devonshire St.
Auditor . . . . .	Herbert A. Gidney .	Boston, Mass. 201 Devonshire St.
Secretary . . . .	Horace P. Wood . .	Boston, Mass. 201 Devonshire St.
Clerk of Corporation	Allen Hollis . . . .	Concord, N. H.

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### Directors.

Charles H. Tenney .	. . . .	Hartford, Conn.
Bernon E. Helme .	. . . .	Kingston, R. I.
Allen Hollis . . .	. . . .	Concord, N. H.
Sylvester C. Dunham	. . . .	Hartford, Conn.
Howard B. Tuttle .	. . . .	Naugatuck, Conn.

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### Organization and Character of Business.

Date when this company commenced operation: April 1, 1908.

Character of original organization, whether individual, corporation, municipal, or other form: corporation.

This is a holding company only, owning the stock of the Exeter and Hampton Electric Company, and the stock and bonds of the Exeter, Hampton & Amesbury Street Railway.

#### General Exhibit for the Year.

Dividends received on stocks owned:	
Exeter & Hampton Electric Company, 4½% on \$100,000 . . . . .	\$4,500.00
Interest received on bonds owned:	
Exeter, Hampton & Amesbury Street Railway, 5% on \$113,000 . . . . .	5,650.00
Miscellaneous income:	
Interest on bank deposits . . . . .	35.28
Total income from sources other than operation . . . . .	\$10,185.28
Charges upon income accrued during the year:	
Salaries and maintenance of organization . . . . .	686.05
Net divisible income . . . . .	\$9,499.23
Dividends declared:	
2% on \$270,000, common stock . . . \$5,400.00	
6% on \$70,000, preferred stock . . . 4,200.00	
Total dividends declared . . . . .	9,600.00
Deficit for the year ending June 30, 1912 . . . . .	\$100.77
Amount of surplus June 30, 1911 . . . . .	12,930.96
Total surplus June 30, 1912 . . . . .	\$12,830.19

#### General Balance Sheet.

##### Assets.

##### Investment account:

1,370 shares of Exeter, Hampton & Amesbury Street Railway stock . . . . .	\$137,000.00
113 5% bonds of the Exeter, Hampton & Amesbury Street Railway, @ \$1,000 each . . . . .	113,000.00
Total—street railway stock and bonds owned . . . . .	\$250,000.00
(Carried forward)	

**General Balance Sheet.—Concluded.***Assets—Concluded.*

Brought forward . . . . .	\$250,000.00
Stock of other corporations:	
1,000 shares of Exeter & Hampton Electric Company stock . . . . .	100,000.00
Total—permanent investments . . . . .	\$350,000.00
Cash and current assets:	
Cash . . . . .	\$1,567.69
Interest accrued but not due . . . . .	1,412.50
Total—cash and current assets . . . . .	2,980.19
Total . . . . .	\$352,980.19
<i>Liabilities.</i>	
Capital stock:	
Common . . . . .	\$270,000.00
Preferred . . . . .	70,000.00
	\$340,000.00
Current liabilities:	
Salaries and wages . . . . .	\$150.00
Surplus . . . . .	12,830.19
	12,980.19
Total . . . . .	\$352,980.19

**Capital Stock.**

Capital stock authorized by votes of company, common . . . . .	\$270,000.00
Capital stock authorized by votes of company, preferred . . . . .	70,000.00
Total capital stock authorized by vote . . . . .	\$340,000.00
Capital stock issued and outstanding, common . . . . .	\$270,000.00
Capital stock issued and outstanding, preferred . . . . .	70,000.00
Total capital stock outstanding . . . . .	\$340,000.00
Number of shares issued and outstanding, common . . . . .	2,700
Number of shares issued and outstanding, preferred . . . . .	700
Total number of shares outstanding . . . . .	3,400
(Continued)	

<b>Capital Stock.—Concluded.</b>	
Number of stockholders, common . . .	24
Number of stockholders, preferred . . .	25
Total number of stockholders . . .	49
Number of stockholders in New Hampshire, common . . .	2
Number of stockholders in New Hampshire, preferred . . .	3
Total stockholders in New Hampshire . .	5
Amount of stock held in New Hampshire, common, 51 shares . . .	\$5,100.00
Amount of stock held in New Hampshire, preferred, 40 shares . . .	4,000.00
Total stock held in New Hampshire, 91 shares . . .	\$9,100.00
Amount of premiums received from the sales of capital stock issued since the organization of the company to June 30, 1912:	
Year ended June 30, 1908 . . .	\$9,900.00
Year ended June 30, 1909 . . .	75.00
Year ended June 30, 1910 . . .	25.00
	\$10,000.00

## MANCHESTER TRACTION, LIGHT & POWER COMPANY

(See Electric Utilities.)

PART VI  
ELECTRIC UTILITIES



# THE WILLIAM F. ALLEN COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

West Stewartstown, N. H.

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## Principal Officers.

President . . . . .	T. H. Van Dyke .	Beecher Falls, Vt.
Vice-President . . .	William F. Allen .	West Stewartstown, N. H.
Clerk . . . . .	Merrill Shurtleff .	Lancaster, N. H.
Treasurer . . . . .	Henry A. Allen .	West Stewartstown, N. H.
Auditor . . . . .	W. R. Moore .	West Stewartstown, N. H.
General Manager . .	William F. Allen .	West Stewartstown, N. H.

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## Directors.

T. H. Van Dyke . . . . .	Beecher Falls, Vt.
William F. Allen . . . . .	West Stewartstown, N. H.
Henry A. Allen . . . . .	West Stewartstown, N. H.

Term expires May, 1913.

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## History.

Date of incorporation: March 20, 1907. Amended November 19, 1907.

Incorporated under the general laws of the State of New Hampshire.

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## Localities Served.

West Stewartstown and Colebrook, in New Hampshire; Canaan and Beecher Falls, in Vermont.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	300
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	30,000.00
Total par value outstanding . . . . .	30,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$13,800.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$4.13
Bills receivable . . . . .	548.78
Accounts receivable . . . . .	10,646.19
	\$11,199.10
Materials and supplies:	
Electric . . . . .	\$1,304.50
Other departments. . . . .	1,239.40
	2,543.90
Fixed capital:	
Electric . . . . .	\$50,111.00
Other departments. . . . .	17,327.68
	67,438.68
Total . . . . .	\$81,181.68
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$35.60
Bills payable . . . . .	30,000.00
Accounts payable . . . . .	19,300.96
	\$49,336.56
Capital stock . . . . .	30,000.00
Surplus. . . . .	1,845.12
Total . . . . .	\$81,181.68

Fixed Capital.	
Land . . . . .	\$3,400.00
Structures . . . . .	5,300.00
Machinery and apparatus . . . . .	4,500.00
Poles and fixtures . . . . .	8,100.00
Transmission conductors—overhead . . . . .	2,900.00
Distribution system—overhead . . . . .	13,770.00
Electric services . . . . .	3,750.00
Line transformers . . . . .	4,200.00
Electric meters . . . . .	2,080.00
Municipal street lighting system . . . . .	1,000.00
Office furniture . . . . .	111.00
General equipment . . . . .	1,000.00
Total cost of fixed capital . . . . .	\$50,111.00
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$7,192.80
Municipal lighting . . . . .	1,510.04
Merchandise and jobbing revenue—net . . . . .	1,467.25
Total operating revenues . . . . .	\$10,170.09
Operating expenses:	
Production . . . . .	\$1,500.00
Transmission and distribution . . . . .	1,420.00
Insurance . . . . .	236.76
Miscellaneous . . . . .	340.00
Total operating expenses . . . . .	\$3,496.76
Taxes . . . . .	376.91
Total revenue deductions . . . . .	3,873.67
Gross operating income . . . . .	\$6,296.42
Non-operating revenue:	
Rent of real estate . . . . .	192.00
Gross income . . . . .	\$6,488.42
Deductions from gross income:	
Interest on unfunded debt . . . . .	2,675.00
Net income . . . . .	\$3,813.42
Deficit at beginning of year . . . . .	1,968.30
Surplus at close of year . . . . .	\$1,845.12



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**Production and Sales.**

(No record.)

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**Services Rendered.**

	NAME OF MUNICIPALITY.		
	Canaan	Colebrook	Stewarts- town
Number of consumers . . . . .	63	180	60
Number of meters in service . . . . .	36	150	27

# ALTON ELECTRIC LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Alton, N. H.

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## Principal Officers.

President . . . . .	Oscar Duncan . . . . .	Alton, N. H.
Vice-President . . . . .	Nellie J. Duncan . . . . .	Alton, N. H.
Clerk . . . . .	Raymond C. Duncan . . . . .	Alton, N. H.
Treasurer . . . . .	Raymond C. Duncan . . . . .	Alton, N. H.
General Manager . . . . .	Oscar Duncan . . . . .	Alton, N. H.

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## History.

Date of incorporation: August 22, 1898.

Incorporated under the general law of State of New Hampshire.

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## Localities Served.

Alton, Alton Bay and New Durham.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	250
Par value of one share . . . . .	\$40.00
Total par value authorized . . . . .	10,000.00
(None issued.)	

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$250.00
Accounts receivable . . . . .	200.00
	<hr/>
Materials and supplies . . . . .	\$450.00
Fixed capital . . . . .	300.00
	<hr/>
Total . . . . .	\$9,800.00
	<hr/>
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$50.00
Interest accrued on unfunded debt . . . . .	300.00
Bills payable (promissory notes) . . . . .	6,700.00
Accounts payable (due Oscar Duncan) . . . . .	1,300.00
	<hr/>
Surplus. . . . .	\$8,350.00
	<hr/>
Total . . . . .	2,200.00
	<hr/>
	\$10,550.00
<hr/>	
Fixed Capital.	
Land . . . . .	\$50.00
Structures . . . . .	100.00
Machinery and apparatus . . . . .	500.00
Poles and fixtures . . . . .	4,700.00
Transmission conductors—overhead . . . . .	1,000.00
Distribution system—overhead . . . . .	500.00
Line transformers . . . . .	800.00
Electric meters . . . . .	450.00
Municipal street lighting system . . . . .	1,500.00
General equipment . . . . .	200.00
	<hr/>
Total cost of fixed capital . . . . .	\$9,800.00
<hr/>	
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$2,100.00
Municipal lighting . . . . .	650.00
	<hr/>
Total operating revenues . . . . .	\$2,750.00
<i>Carried forward</i>	

<b>Income Account.—Concluded.</b>	
Total operating revenues <i>Brought forward</i>	\$2,750.00
Operating expenses:	
Production . . . . .	\$1,000.00
Transmission and distribution . . . . .	100.00
Miscellaneous . . . . .	50.00
Total operating expenses . . . . .	\$1,150.00
Taxes . . . . .	50.00
Total revenue deductions . . . . .	1,200.00
Gross income . . . . .	\$1,550.00
Deductions from gross income:	
Interest on unfunded debt . . . . .	300.00
Net income . . . . .	\$1,250.00
Surplus at beginning of year . . . . .	950.00
Surplus at close of year . . . . .	\$2,200.00

**Production and Sales.**

(No record.)

Power purchased from Cloutman Gas & Electric Co., Farmington, N. H.

<b>Services Rendered.</b>	
Number of consumers . . . . .	34
Number of meters in service . . . . .	30

# AMERICAN WOOLEN COMPANY.

ENFIELD. N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Location of main office, as regards lighting business done in New Hampshire, is at Baltic Mills, Enfield, N. H.

Officer of the company at Enfield, N. H., concerned in this report: Edward P. Bottomley, Paymaster of Baltic Mills.

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## History.

Date of organization: March 29, 1899.

Incorporated under the laws of the State of New Jersey.

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## Locality Served.

Enfield.

Note.—The American Woolen Company is a manufacturing company, and the lighting business done at Enfield, N. H., is an insignificant part of its activities. None of its officers or directors takes any active part in connection with this lighting business or receives any salary or compensation in respect to it.

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## Fixed Capital.

(No record.)

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Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$1,782.81
Municipal lighting . . . . .	730.00
Merchandise and jobbing revenue (net) . . . . .	207.70
Total operating revenues . . . . .	\$2,720.51
Operating expenses:	
Production . . . . .	\$1,934.00
Transmission and distribution . . . . .	179.40
Miscellaneous . . . . .	695.72
Total operating expenses . . . . .	\$2,809.12
Uncollectible bills . . . . .	107.40
Total revenue deductions . . . . .	2,916.52
Gross operating deficit . . . . .	\$196.01
Non-operating expenses . . . . .	15.00
Gross loss . . . . .	\$211.01
Production and Sales.	
Power purchased from mill plant at 10¢ per k.w.h. . . . .	
Kilowatt hours purchased. . . . .	19,340
Kilowatt hours sold during year . . . . .	17,582
Services Rendered.	
Number of consumers . . . . .	89
Number of meters in service . . . . .	97
Current supplied:	
Private consumers, k.w.h. . . . .	11,781
Municipal street lighting, k.w.h. . . . .	5,801
Total current supplied, k.w.h. . . . .	17,582

## ANTRIM.

(See Goodell Company.)

# ASHLAND ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Ashland, N. H.

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## Principal Officers.

President . . . . .	John B. Sullivan . . .	Ashland, N. H.
Clerk . . . . .	Harry R. Spaulding . .	Ashland, N. H.
Treasurer . . . . .	Harry R. Spaulding . .	Ashland, N. H.
General Manager . . .	L. G. Fifield . . . . .	Ashland, N. H.
Superintendent . . . .	L. G. Fifield . . . . .	Ashland, N. H.

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## Directors.

George E. Seribner . . . . .	Ashland, N. H.
W. F. Hardy . . . . .	Ashland, N. H.
J. M. Cotton . . . . .	Ashland, N. H.
J. B. Sullivan . . . . .	Ashland, N. H.
H. R. Spaulding . . . . .	Ashland, N. H.

Term expires last Tuesday in February, 1913.

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## History.

Date of incorporation: February 4, 1889.  
Amended March 16, 1896, and March 6, 1911.  
Incorporated under the general law of State of New Hampshire.

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## Locality Served.

Ashland.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	600
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	15,000.00
Total par value outstanding . . . . .	15,000.00
Dividends:	
Amount declared during year . . . . .	900.00
Rate, 6% . . . . .	
Number of stockholders . . . . .	23
Number of stockholders in New Hampshire . . . . .	22
Par value of capital stock held in New Hampshire . . . . .	\$14,625.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$535.95
Accounts receivable . . . . .	93.01
	\$628.96
Fixed capital . . . . .	16,084.63
Deficit . . . . .	143.22
Total . . . . .	\$16,856.81
<i>Liabilities.</i>	
Current liabilities:	
Bills payable (notes) . . . . .	\$1,850.00
Accounts payable . . . . .	6.81
	\$1,856.81
Capital stock . . . . .	15,000.00
Total . . . . .	\$16,856.81
Fixed Capital.	
Structures . . . . .	\$5,400.00
Machinery and apparatus . . . . .	5,800.00
Poles and fixtures . . . . .	1,000.00
Transmission conductors—overhead . . . . .	350.00
Distribution system—overhead . . . . .	450.00
Line transformers . . . . .	750.00
Electric meters . . . . .	1,050.00
Municipal street lighting system . . . . .	1,000.00
General equipment . . . . .	284.63
Total cost of fixed capital . . . . .	\$16,084.63



Income Account.	
(February 1, 1912, to June 30, 1912.)	
Operating revenues:	
Commercial lighting . . . . .	\$1,235.68
Municipal lighting . . . . .	619.40
Total operating revenues . . . . .	\$1,855.08
Operating expenses:	
Production . . . . .	\$249.05
Miscellaneous . . . . .	731.87
Insurance . . . . .	260.20
Total operating expenses . . . . .	\$1,241.12
Taxes . . . . .	296.00
Total revenue deductions . . . . .	1,537.12
Gross operating income . . . . .	\$317.96
Deductions:	
Interest on unfunded debt . . . . .	78.00
Net income . . . . .	\$239.96
Surplus at beginning of period . . . . .	516.82
Total surplus . . . . .	\$756.78
Dividends . . . . .	900.00
Deficit at close of year . . . . .	\$143.22

### Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	120
Number of meters in service . . . . .	111

# ASHUELOT GAS AND ELECTRIC COMPANY.

WINCHESTER, N. H.

SIX MONTHS ENDING JUNE 30, 1912.

(Non-operating company.)

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## Location of Main Office.

Keene, N. H.

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## Principal Officers.

President, . . . . .	W. H. Elliot, . . . . .	Keene, N. H.
Treasurer, . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
General Manager . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
Superintendent . . . . .	R. D. Smith, . . . . .	Keene, N. H.

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## Directors.

W. H. Elliot . . . . .	Keene, N. H.
W. L. Mason . . . . .	Keene, N. H.
Geo. M. Rossman . . . . .	Keene, N. H.
Walter R. Porter . . . . .	Keene, N. H.
Philip H. Faulkner . . . . .	Keene, N. H.

Elected annually in January.

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## History.

Date of incorporation: September 20, 1911.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Not an operating company.

The company owns lines in Hinsdale, Winchester, Swanzey, and Marlboro, which, with other properties, are leased to the Keene Gas and Electric Company.

Sub-stations are located at Winchester and Keene.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	700
Preferred stock . . . . .	700
Par value of one share . . . . .	\$100.00
Total par value authorized:	
Common . . . . .	70,000.00
Preferred . . . . .	70,000.00
Total par value outstanding:	
Common . . . . .	70,000.00
Preferred . . . . .	70,000.00
Dividends:	
Amount declared during six months:	
On common stock . . . . .	None
On preferred stock . . . . .	\$1,750.00
Rate, 2½ %. (Six months' dividend.)	
Number of stockholders . . . . .	54
Number of stockholders in New Hampshire . . . . .	53
Par value of capital stock held in New Hampshire . . . . .	\$139,700.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$7,727.73
Keene Gas and Electric Co., open acct. . . . .	6,971.55
	\$14,699.28
Fixed capital . . . . .	223,945.03
Total . . . . .	\$238,644.31
<i>Liabilities.</i>	
Current liabilities:	
Bills payable . . . . .	\$98,500.00
Capital stock, common . . . . .	70,000.00
Capital stock, preferred . . . . .	70,000.00
Surplus . . . . .	144.31
Total . . . . .	\$238,644.31
Fixed Capital.	
Organization . . . . .	\$281.07
Land and structures . . . . .	13,642.03
Machinery and apparatus . . . . .	9,951.27
Poles and fixtures . . . . .	71,277.25
Transmission conductors—overhead . . . . .	106,282.00
Line transformers . . . . .	6,186.59
Electric meters . . . . .	11,094.74
Interest during construction . . . . .	5,230.08
Total cost of fixed capital . . . . .	\$223,945.03

Income Account.	
Non-operating revenues:	
Lease of electric plant and equipment . . . .	\$1,358.85
Deductions:	
Expenses of directors . . . . .	30.00
Net income . . . . .	\$1,328.85
Surplus at beginning of period . . . . .	174.31
Total surplus . . . . .	\$1,503.16
Net adjustments during period, Cr. . . . .	391.15
Adjusted balance . . . . .	\$1,894.31
Dividends on preferred stock . . . . .	1,750.00
Surplus at close of year. . . . .	\$144.31

# BERLIN ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Berlin, N. H.

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## Principal Officers.

President . . . .	Herbert J. Brown . . . .	Portland, Me.
Treasurer . . . .	Orton B. Brown . . . .	Berlin, N. H.
Clerk . . . . .	E. K. Arvid . . . . .	Portland, Me.

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## Directors.

Herbert J. Brown . . . . .	Portland, Me.
Orton B. Brown . . . . .	Berlin, N. H.

Term expires November 29, 1912.

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## History.

Date of incorporation: July 6, 1892.  
Incorporated under the laws of the State of Maine.

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## Localities Served.

Berlin and Gorham.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	500
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	5
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$200.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$515.61	
Bills receivable (notes) . . . . .	89.12	
Accounts receivable—electric } . . . . .	67,308.49	
Accounts receivable—sundry } . . . . .		\$67,913.22
Materials and supplies . . . . .		11,696.19
Fixed capital . . . . .		53,957.59
Prepayments . . . . .		88.15
Total . . . . .		\$133,655.15

*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$304.64	
Interest accrued on unfunded debt . . . . .	120.00	
Accounts payable . . . . .	39,984.45	
		\$40,409.09
Reserve for depreciation . . . . .		28,750.00
Capital stock . . . . .		50,000.00
Surplus . . . . .		14,496.06
Total . . . . .		\$133,655.15

## Income Account.

## Operating revenues:

Commercial lighting . . . . .	\$20,613.17
Municipal lighting . . . . .	4,405.57
Merchandise and jobbing revenue (net) . . . . .	3,463.53

Total operating revenues . . . . .	\$28,482.27
------------------------------------	-------------

## Operating expenses:

Production (power purchased) . . . . .	\$4,763.90
Transmission and distribution . . . . .	7,380.45
Insurance . . . . .	307.06
General depreciation . . . . .	5,000.00
Miscellaneous . . . . .	5,005.18

Total operating expenses . . . . .	\$22,456.59
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Taxes . . . . .	697.51
Uncollectible bills . . . . .	492.47

Total revenue deductions . . . . .	23,646.57
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Gross operating income . . . . .	\$4,835.70
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*Carried forward*

Income Account.— <i>Concluded.</i>		
Gross operating income	<i>Brought forward</i>	\$4,835.70
Non-operating revenues:		
Interest on notes . . . . .	\$55.05	
Non-operating expenses:		
Legal services, etc . . . . .	215.05	
Net non-operating deductions . . . . .		160.00
Net income . . . . .		\$4,675.70
Surplus at beginning of year . . . . .		9,820.36
Surplus at close of year . . . . .		\$14,496.06
Production and Sales.		
Kilowatt hours purchased . . . . .		993,700
Kilowatt hours sold during year . . . . .		894,330
Services Rendered.		NAME OF MUNICIPALITY.
		Berlin and Gor- ham.
Number of consumers . . . . .		690
Number of meters in service . . . . .		785
Current supplied:		
Private consumers . . . . . k.w.h.		721,530
Municipal street lighting . . . . . k.w.h.		172,800
Total current supplied . . . . . k.w.h.		894,330

# BERLIN-SHELBURNE POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Berlin, N. H.

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## Principal Officers.

President . . . .	Herbert J. Brown . . . .	Portland, Me.
Vice-President . . . .	Orton B. Brown . . . .	Berlin, N. H.
Secretary . . . .	E. K. Arvid . . . .	Portland, Me.
Treasurer . . . .	E. K. Arvid . . . .	Portland, Me.
Clerk . . . .	Edmund Sullivan . . . .	Berlin, N. H.

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## Directors.

Herbert J. Brown . . . . .	Portland, Me.
Orton B. Brown . . . . .	Berlin, N. H.
W. R. Brown . . . . .	Berlin, N. H.
D. P. Brown . . . . .	La Tuque, P. Q.
Edmund Sullivan . . . . .	Berlin, N. H.

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## History.

Date of incorporation: August 8, 1906.

Incorporated under the laws of the State of Maine.

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## Localities Served.

Berlin and Gorham.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	500
Par value of one share, . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	None
Numbers of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$300.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Accounts receivable—electric . . . . .	\$35,868.51
Accounts receivable—sundry . . . . .	400.00
	<hr/>
Investments . . . . .	\$36,268.51
Fixed capital . . . . .	49,600.00
Prepayments . . . . .	279,833.62
Deficit . . . . .	31.49
	<hr/>
Total . . . . .	12,736.74
	<hr/>
Total . . . . .	\$378,470.36
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$698.02
Interest accrued on unfunded debt . . . . .	3,069.66
Bills payable (promissory notes) . . . . .	243,467.40
Accounts payable . . . . .	37,215.28
	<hr/>
Reserve for depreciation . . . . .	\$284,450.36
Capital stock . . . . .	44,020.00
	<hr/>
Total . . . . .	50,000.00
	<hr/>
Total . . . . .	\$378,470.36
<i>Income Account.</i>	
Operating revenues:	
Commercial power . . . . .	\$40,873.46
Operating expenses:	
Production . . . . .	\$9,172.10
Transmission and distribution . . . . .	278.49
Insurance . . . . .	259.03
General depreciation . . . . .	8,395.00
Miscellaneous . . . . .	727.32
	<hr/>
Total operating expenses . . . . .	\$18,831.94
Taxes . . . . .	1,495.13
	<hr/>
Total revenue deductions . . . . .	20,327.07
	<hr/>
Gross operating income . . . . .	\$20,546.39
Non-operating expenses . . . . .	225.00
	<hr/>
Gross income . . . . .	\$20,321.39
Deductions from gross income:	
Interest on unfunded debt . . . . .	12,282.18
	<hr/>
Net income . . . . .	\$8,039.21
Deficit at beginning of year . . . . .	20,775.95
	<hr/>
Deficit at close of year . . . . .	\$12,736.74

Production and Sales.	
Kilowatt hours generated . . . . .	8,972,128
Kilowatt hours sold during year . . . . .	8,535,229
Services Rendered.	
Number of consumers . . . . .	2
Current supplied:	
Private consumers . . . . . k.w.h.	7,541,529
Other public service corporations . . . k.w.h.	993,700
Total current supplied . . . . . k.w.h.	8,535,229

# BERWICK & SALMON FALLS ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

South Berwick, Me.

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## Principal Officers.

President . . .	Edward O. Proctor . . .	Wakefield, Mass.
Treasurer . . .	Edward E. Proctor . . .	Wakefield, Mass.

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## Directors.

Edward E. Proctor . . . . .	Wakefield, Mass.
Edward O. Proctor . . . . .	Wakefield, Mass.
Charles F. Proctor . . . . .	Portland, Me.

Term expires when successors are appointed.

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## History.

Date of organization: November 18, 1889.  
Incorporated under the laws of the State of Maine.

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## Localities Served.

South Berwick and Berwick, Maine; Salmon Falls and Rollinsford, New Hampshire.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	2,000
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	9,300.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None

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Funded Debt.	
First mortgage bonds:	
Date of issue, 1890.	
Date of maturity, 1900.	
Par value authorized . . . . .	\$10,000.00
Par value outstanding . . . . .	10,000.00
Second mortgage bonds:	
Date of issue, 1892.	
Date of maturity, 1902.	
Par value authorized . . . . .	25,000.00
Par value outstanding . . . . .	25,000.00

Recapitulation of Funded Debt.	
Total par value authorized . . . . .	\$35,000.00
Total par value outstanding . . . . .	35,000.00
Company defaulted payment of interest in 1893.	
All bonds owned and held by E. E. Proctor.	

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$12.05
Accounts receivable . . . . .	1,140.65
	\$1,152.70
Materials and supplies . . . . .	500.00
Fixed capital . . . . .	49,300.00
Deficit . . . . .	4,618.82
Total . . . . .	\$55,571.52
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$147.02
Bills payable (promissory notes) . . . . .	6,850.00
Accounts payable . . . . .	4,274.50
	\$11,271.52
Funded debt . . . . .	35,000.00
Capital stock . . . . .	9,300.00
Total . . . . .	\$55,571.52

Fixed Capital.	
Property rights and franchise . . . . .	\$40,000.00
All construction charges . . . . .	9,300.00
	\$49,300.00

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$4,328.68
Commercial power . . . . .	2,205.00
Municipal lighting . . . . .	3,082.80
Total operating revenues . . . . .	\$9,616.48
Operating expenses . . . . .	7,223.13
Net income . . . . .	\$2,393.35
Deficit at beginning of year . . . . .	7,012.17
Deficit at close of year . . . . .	\$4,618.82

#### Production and Sales.

(No record.)

#### Services Rendered.

(No record.)

# BETHLEHEM ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Berlin National Bank Building, Berlin, N. H.

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## Principal Officers.

President . . . . .	A. W. Fuller . . . . .	Gorham, N. H.
Vice-President . . . . .	M. H. Taylor . . . . .	Berlin, N. H.
Clerk . . . . .	A. H. Eastman,* . . . . .	Berlin, N. H.
Treasurer . . . . .	A. H. Eastman,* . . . . .	Berlin, N. H.
General Manager . . . . .	G. H. Turner . . . . .	Bethlehem, N. H.

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## Directors.

A. W. Fuller . . . . .	Gorham, N. H.
M. H. Taylor . . . . .	Berlin, N. H.
A. H. Eastman,* . . . . .	Berlin, N. H.

Term expires when successor is elected.

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## History.

Date of incorporation: March 24, 1897.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Bethlehem, Franconia and Whitefield.

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## Capital Stock.

Number of shares authorized:	
Preferred stock . . . . .	500
Par value of one share, . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	1,500.00
Rate, 3%. (Six months' dividend.)	
Number of stockholders . . . . .	8
Number of stockholders in New Hampshire . . . . .	7
Par value of capital stock held in New Hampshire . . . . .	\$48,000.00

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\* Died June 17, 1912.

Funded Debt.	
First mortgage bonds:	
Date of issue, May 1, 1899.	
Date of maturity, May 1, 1919.	
Total par value authorized . . . . .	\$25,000.00
Total par value outstanding . . . . .	11,000.00
Interest—	
Amount accrued during year . . . . .	600.00
Amount paid during year . . . . .	600.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$1,995.87
Fixed capital . . . . .	77,000.00
Total . . . . .	<u>\$78,995.87</u>
<i>Liabilities.</i>	
Current liabilities:	
Interest accrued on funded debt . . . . .	\$91.67
Interest accrued on unfunded debt . . . . .	30.42
Bills payable (promissory notes) . . . . .	<u>17,000.00</u>
	\$17,122.09
Funded debt . . . . .	11,000.00
Capital stock . . . . .	50,000.00
Surplus . . . . .	<u>873.78</u>
Total . . . . .	<u>\$78,995.87</u>
Fixed Capital.	
Land . . . . .	\$6,000.00
Structures . . . . .	20,000.00
Machinery and apparatus . . . . .	30,000.00
Poles and fixtures . . . . .	4,000.00
Transmission conductors—overhead . . . . .	3,500.00
Distribution system—overhead . . . . .	3,000.00
Electric services . . . . .	900.00
Line transformers . . . . .	3,800.00
Electric meters . . . . .	2,500.00
Municipal street lighting system . . . . .	1,000.00
General equipment . . . . .	1,000.00
Miscellaneous expenditures during construction . . . . .	<u>1,300.00</u>
Total cost of fixed capital . . . . .	<u>\$77,000.00</u>

Income Account.		
Operating revenues . . . . .		\$9,689.38
Operating expenses:		
Various . . . . .	\$5,343.01	
Insurance . . . . .	152.50	
Total operating expenses . . . . .	\$5,495.51	
Taxes . . . . .	311.39	
Total revenue deductions . . . . .		5,806.90
Gross income . . . . .		\$3,882.48
Deductions from gross income:		
Interest on funded debt . . . . .	\$600.00	
Interest on unfunded debt . . . . .	932.71	
Total deductions from gross income . . . . .		1,532.71
Net income . . . . .		\$2,349.77
Surplus at beginning of year . . . . .		24.01
Total surplus . . . . .		\$2,373.78
Dividends . . . . .		1,500.00
Surplus at close of year . . . . .		\$873.78

## Production and Sales.

(No record.)

## Services Rendered.

(No record.)



# BLACKWATER POWER COMPANY.

WEBSTER, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Concord, N. H. (Martin & Howe.)

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## Principal Officers.

President . . .	William W. Burbank . . .	Penacook, N. H.
Clerk . . . .	Charles A. Preston, . . .	Contoocook, N. H.

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## Directors.

Henry C. Davis . . . . .	Contoocook, N. H.
Horace J. Davis, . . . . .	Contoocook, N. H.
William W. Burbank . . . . .	Penacook, N. H.
Nathaniel E. Martin . . . . .	Concord, N. H.
Charles A. Preston . . . . .	Contoocook, N. H.

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## History.

Date of incorporation: February 6, 1904.

Incorporated under the general law of the State of New Hampshire.

Note.—This is not an operating company. The company owns property situated in the town of Webster.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	150
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	15,000.00
Total par value outstanding . . . . .	15,000.00

Dividends:

Amount declared during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$15,000.00

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## General Balance Sheet.

### Assets.

Real estate and water rights . . . . .	\$15,000.00
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### Liabilities.

Capital stock . . . . .	\$15,000.00
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# BRADFORD ELECTRIC LIGHTING COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Bradford, Vt.

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## Principal Officers.

President . . . . .	C. A. Prouty . . . . .	Newport, Vt.
Vice-President . . . . .	C. H. Curtis . . . . .	Bradford, Vt.
Clerk . . . . .	M. E. Curtis, . . . . .	Bradford, Vt.
Treasurer . . . . .	M. C. Brigham . . . . .	Newport, Vt.
General Manager . . . . .	C. A. Prouty . . . . .	Newport, Vt.
Superintendent . . . . .	C. A. Prouty . . . . .	Newport, Vt.

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## Directors.

C. A. Prouty . . . . .	Newport, Vt.
M. C. Brigham . . . . .	Newport, Vt.
Ward Prouty . . . . .	Newport, Vt.
C. H. Curtis . . . . .	Bradford, Vt.
M. E. Curtis . . . . .	Bradford, Vt.

Term expires second Monday in July, 1913.

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## History.

Date of organization: May, 1897.

Incorporated under the laws of the State of Vermont.

---

## Localities Served.

Bradford, Fairlee, Newbury and South Newbury, Vermont; North Haverhill, Haverhill and Piermont, New Hampshire.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	500
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	3,000.00
Rate, 6%	
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None

Funded Debt.	
Mortgage bonds:	
Date of issue, July 1, 1909.	
Date of maturity, July 1, 1929.	
Total par value authorized . . . . .	\$25,000.00
Total par value outstanding . . . . .	25,000.00
Interest—	
Amount accrued during year . . . . .	1,500.00
Amount paid during year . . . . .	1,500.00
Rate, 6%	

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$59.59
Fixed capital . . . . .	93,606.52
Total . . . . .	\$93,666.11
<i>Liabilities.</i>	
Current liabilities:	
Bills payable (promissory notes) . . . . .	\$14,200.00
Funded debt . . . . .	25,000.00
Capital stock . . . . .	50,000.00
Surplus . . . . .	4,466.11
Total . . . . .	\$93,666.11

Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$7,966.01
Commercial power . . . . .		1,128.98
Municipal lighting . . . . .		2,555.88
Merchandise and jobbing revenue (net) . . . . .		52.73
Other operating revenues . . . . .		132.10
Total operating revenues . . . . .		\$11,835.70
Operating expenses:		
Various . . . . .	\$3,956.73	
Taxes . . . . .	1,306.79	
Total revenue deductions . . . . .		\$5,263.52
Gross operating income . . . . .		\$6,572.18
Non-operating revenues:		
Rent from real estate . . . . .	\$1,547.00	
Interest on bank deposits . . . . .	40.21	
Miscellaneous . . . . .	.18	
Total non-operating revenues . . . . .	\$1,587.39	
Non-operating expenses . . . . .	84.00	
Net non-operating revenues . . . . .		1,503.39
Gross income . . . . .		\$8,075.57
Deductions from gross income:		
Interest on funded debt . . . . .	\$1,500.00	
Interest on unfunded debt . . . . .	852.00	
Total deductions from gross income . . . . .		2,352.00
Net income . . . . .		\$5,723.57
Surplus at beginning of year . . . . .		2,459.94
Total surplus . . . . .		\$8,183.51
Net adjustments during year, Dr. . . . .		717.40
Adjusted balance . . . . .		\$7,466.11
Dividends . . . . .		3,000.00
Surplus at close of year . . . . .		\$4,466.11

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**Production and Sales.**

(No record.)

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**Services Rendered.**

(No record.)

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# BRADFORD LIGHT & POWER COMPANY.

(CYRUS E. HADLEY, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Bradford, N. H.

## Locality Served.

Bradford,.

## General Balance Sheet.

### *Assets.*

#### Cash and current assets:

Accounts receivable . . . . .	\$112.05
Materials and supplies . . . . .	50.00
Fixed capital . . . . .	10,000.00
Total . . . . .	\$10,162.05

### *Liabilities.*

#### Current liabilities:

Taxes accrued . . . . .	\$47.42
Capital invested . . . . .	10,000.00
Surplus. . . . .	114.63
Total . . . . .	\$10,162.05

## Fixed Capital.

Land and water power . . . . .	\$3,000.00
Structures . . . . .	2,000.00
Machinery and apparatus . . . . .	3,000.00
Poles and fixtures. . . . .	2,000.00
Total cost of fixed capital . . . . .	\$10,000.00

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$972.60
Municipal lighting . . . . .	372.00
Total operating revenues . . . . .	\$1,344.60
Operating expenses:	
Transmission and distribution . . . . .	\$50.00
Taxes . . . . .	47.42
Total operating expenses . . . . .	97.42
Net income . . . . .	\$1,247.18
Surplus at beginning of year . . . . .	114.63
Total surplus . . . . .	\$1,361.81
Dividends . . . . .	1,247.18
Surplus at close of year . . . . .	\$114.63

#### Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	52

# BRISTOL ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Bristol, N. H.

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## Principal Officers.

President . . . .	Ernest B. Emerson . .	State Farm, Mass.
Vice-President . . .	Henry H. Pattee . .	Bristol, N. H.
Clerk . . . .	George A. Emerson . .	Bristol, N. H.
Treasurer . . . .	George A. Emerson . .	Bristol, N. H.
Auditor . . . .	William H. Marston . .	Bristol, N. H.
General Manager . .	George A. Emerson . .	Bristol, N. H.
Superintendent . .	George A. Emerson . .	Bristol, N. H.

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## Directors.

George A. Emerson . . . . .	Bristol, N. H.
Ernest B. Emerson . . . . .	State Farm, Mass.
Jason D. Emerson . . . . .	Billerica, Mass.
George E. Emerson . . . . .	South Weymouth, Mass.
Henry H. Pattee . . . . .	Bristol, N. H.
Joseph A. Emerson . . . . .	Bristol, N. H.
Hannah L. Emerson . . . . .	State Farm, Mass.
Term expires June 11, 1913.	

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## History.

Date of incorporation: November 4, 1889.

Amended April 6, 1900.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Bristol and Bridgewater.

Current is furnished for service in New Hampton, same being taken at the switchboard in Bristol.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	320
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	16,000.00
Total par value outstanding . . . . .	16,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	39
Number of stockholders in New Hampshire . . . . .	32
Par value of capital stock held in New Hampshire . . . . .	\$11,900.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$84.10
Accounts receivable—electric . . . . .	2,452.27
Accounts receivable—sundry . . . . .	788.44
	\$3,324.81
Materials and supplies . . . . .	995.31
Fixed capital . . . . .	42,002.17
Total . . . . .	\$46,322.29
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$139.15
Interest accrued on unfunded debt . . . . .	568.75
Bills payable (promissory notes) . . . . .	9,500.00
Accounts payable . . . . .	1,920.05
	\$12,127.95
Capital stock . . . . .	16,000.00
Surplus . . . . .	18,194.34
Total . . . . .	\$46,322.29
Fixed Capital.	
Organization . . . . .	\$1.50
Land . . . . .	2,500.00
Structures . . . . .	9,595.70
Machinery and apparatus . . . . .	7,304.27
Poles and fixtures . . . . .	2,981.21
Transmission conductors—overhead . . . . .	7,564.19
Distribution system—overhead . . . . .	500.00
Line transformers . . . . .	4,867.39
Electric meters . . . . .	2,175.79
Municipal street lighting system . . . . .	940.14
General equipment . . . . .	1,544.12
Miscellaneous expenditures during construction . . . . .	2,027.86
Total cost of fixed capital . . . . .	\$42,002.17

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$2,603.67
Commercial power . . . . .	1,195.00
Municipal lighting . . . . .	1,684.00
Other operating revenues (net) . . . . .	800.00
Total operating revenues . . . . .	\$6,282.67
Operating expenses:	
Production . . . . .	\$1,703.72
Transmission and distribution . . . . .	1,514.74
General depreciation . . . . .	234.21
Miscellaneous . . . . .	551.13
Total operating expenses . . . . .	\$4,003.80
Taxes . . . . .	170.10
Uncollectible bills . . . . .	155.39
Total revenue deductions . . . . .	4,329.29
Gross operating income . . . . .	\$1,953.38
Non-operating revenues:	
Rent from real estate . . . . .	\$36.00
Other non-operating revenues . . . . .	325.90
Total non-operating revenues . . . . .	361.90
	\$2,315.28
Non-operating expenses . . . . .	641.85
Gross income . . . . .	\$1,673.43
Deductions from gross income:	
Interest on unfunded debt . . . . .	441.50
Net income . . . . .	\$1,231.93
Surplus at beginning of year . . . . .	16,962.41
Surplus at close of year . . . . .	\$18,194.34

## Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	162
Number of meters in service . . . . .	145

# CAMPTON ELECTRIC LIGHT COMPANY.

(MOODY C. DOLE, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Campton, N. H.

## Locality Served.

Campton.

Note:—Furnishing electricity is not the principal business of this operator. The utility is operated in connection with other business.

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Accounts receivable . . . . .	\$350.00
Fixed capital . . . . .	2,800.00
Total . . . . .	\$3,150.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$2,000.00
Surplus. . . . .	1,150.00
Total . . . . .	\$3,150.00
Fixed Capital.	
Land . . . . .	\$100.00
Structures . . . . .	600.00
Poles and fixtures . . . . .	500.00
Distribution system—overhead . . . . .	500.00
Line transformers . . . . .	500.00
Electric meters . . . . .	100.00
Municipal street lighting system . . . . .	500.00
Total cost of fixed capital . . . . .	\$2,800.00

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$400.00
Municipal lighting . . . . .	300.00
Total operating revenues . . . . .	\$700.00
Operating expenses:	
Renewals . . . . .	\$60.00
Various other operating expenses . . . . .	450.00
Total operating expenses . . . . .	\$510.00
Taxes . . . . .	14.50
Total revenue deductions . . . . .	524.50
Net income . . . . .	\$175.50
Surplus at beginning of year . . . . .	974.50
Surplus at close or year . . . . .	\$1,150.00

## Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	22
Number of meters in service . . . . .	8

# CANAAN LIGHT, HEAT & POWER COMPANY.

CANAAN, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

None was maintained on date of making this report.

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## Principal Officers.

President . . . . .	E. M. Allen . . . . .	Canaan, N. H.
Clerk . . . . .	C. O. Barney . . . . .	Canaan, N. H.
Treasurer . . . . .	A. J. Barney . . . . .	Canaan, N. H.

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## History.

Date of incorporation: December 2, 1909.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

No service was being rendered by the company on date of this report.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	480
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	12,000.00
Total par value outstanding . . . . .	650.00
Number of stockholders . . . . .	8
Number of stockholders in New Hampshire . . . . .	8
Par value of capital stock held in New Hampshire . . . . .	\$650.00

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**General Balance Sheet.**
*Assets.*

## Cash and current assets:

Bills receivable (notes) . . . . .	\$85.99
Fixed capital . . . . .	224.58
Deficit . . . . .	469.32

Total . . . . .	\$779.89
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*Liabilities.*

## Current liabilities:

Accounts payable . . . . .	\$129.89
Capital stock . . . . .	650.00

Total . . . . .	\$779.89
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**Fixed Capital.**

Poles and fixtures . . . . .	\$224.58
Total cost of fixed capital . . . . .	\$224.58

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# CASCADE ELECTRIC LIGHT AND POWER COMPANY.

BERLIN, N. H.

DECEMBER 31, 1911.

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## Principal Officers.

President . . . . .	R. N. Chamberlin . . . . .	Berlin, N. H.
Treasurer . . . . .	G. O. Holt . . . . .	Berlin, N. H.
Clerk . . . . .	C. C. Gerrish . . . . .	Berlin, N. H.

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## Directors.

R. N. Chamberlin . . . . .	Berlin, N. H.
A. B. Libby . . . . .	Berlin, N. H.
M. A. Twitchell . . . . .	Berlin, N. H.
A. G. Holt . . . . .	Berlin, N. H.
G. O. Holt . . . . .	Berlin, N. H.

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## History.

Incorporated under special act of the legislature of the State of New Hampshire, approved March 9, 1893. Amended by special act of the legislature of said state, approved March 13, 1895.

The company began business in Gorham, N. H., soon after with a paid-up capital of \$25,000, which was afterwards increased to 40,000.

In 1901 the plant was enlarged and the business extended to Berlin. The business was conducted in Gorham and Berlin until 1906, when the Cascade Light & Power Company purchased all the stock, assumed the liabilities and took over all the business and property except a contract to furnish power to Berlin Street Railway, which was never formerly assigned.

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## Capital Stock.

Number of shares authorized . . . . .	400
Number of shares outstanding . . . . .	400
Par value of one share . . . . .	\$100.00
Total par value outstanding . . . . .	40,000.00
(All stock now held by the Cascade Light & Power Co.)	

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**Funded Debt.**
**Description of bonds:**

25 year 5% bonds.

Date of issue, April 1, 1901.

Date of maturity, April 1, 1921.

Total par value outstanding and not held by company . . . . .

\$40,000.00

**Interest—**

Rate, 5%.

Payable, April 1 and October 1.

Interest is paid by the Cascade Light &amp; Power Co.

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**Assets and Liabilities.**
*Assets.*

All of the assets were sold to the Cascade Light &amp; Power Co. in 1905.

*Liabilities.*

The capital stock was sold to the Cascade Light & Power Co. in 1905; said company also assumed the funded debt of the respondent in the same year.

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# CASCADE LIGHT & POWER COMPANY.

YEAR ENDING DECEMBER 31, 1911.

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## Location of Office.

Berlin, N. H.

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## Principal Officers.

President . . . . .	R. N. Chamberlin . . . . .	Berlin, N. H.
Treasurer . . . . .	G. O. Holt . . . . .	Berlin, N. H.
General Manager . . . . .	G. O. Holt . . . . .	Berlin, N. H.
Superintendent . . . . .	C. D. McLean . . . . .	Berlin, N. H.

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## Directors.

R. N. Chamberlin . . . . .	Berlin, N. H.
G. O. Holt . . . . .	Berlin, N. H.
M. A. Twitchell . . . . .	Berlin, N. H.
A. B. Libby . . . . .	Gorham, N. H.
A. G. Holt . . . . .	Berlin, N. H.

Elected annually in January for one year or until new ones are elected.

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## History.

Incorporated under the laws of the State of Maine.

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## Localities Served.

Berlin, Gorham and Milan.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	100,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	17
Number of stockholders in New Hampshire . . . . .	15
Par value of capital stock held in New Hampshire . . . . .	\$9,100.00

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**Funded Debt.**

## Cascade Electric Light &amp; Power Co.,

20-year, 5% bonds:

Date of issue, 1901.

Date of maturity, 1921.

Total par value authorized . . . . . \$40,000.00

Total par value outstanding . . . . . 40,000.00

Interest—

Amount accrued during year . . . . . 2,000.00

Amount paid during year . . . . . 2,000.00

Rate, 5%.

## Cascade Light &amp; Power Co.,

20-year 5% bonds:

Date of issue, 1905.

Date of maturity, 1925.

Total par value authorized . . . . . 60,000.00

Total par value outstanding . . . . . 60,000.00

Interest—

Amount accrued during year . . . . . 3,000.00

Amount paid during year . . . . . 3,000.00

Rate, 5%.

**Recapitulation of Funded Debt.**

Total par value authorized . . . . . \$100,000.00

Total par value outstanding . . . . . 100,000.00

Interest—

Amount accrued during year . . . . . 5,000.00

Amount paid during year . . . . . 5,000.00

**General Balance Sheet.***Assets.*

Cash and current assets:

Cash . . . . . \$481.30

Bills receivable (notes) . . . . . 25.00

Accounts receivable . . . . . 7,386.28

\$7,892.58

Materials and supplies . . . . . 4,534.30

Sinking funds . . . . . 26,397.73

Fixed capital . . . . . 214,752.50

Total . . . . . \$253,577.11

*Liabilities.*

Current liabilities:

Bills payable (promissory notes) . . . \$31,894.23

Accounts payable . . . . . 2,629.50

\$34,523.73

Funded debt . . . . . 100,000.00

Capital stock . . . . . 100,000.00

Surplus . . . . . 19,053.38

Total . . . . . \$253,577.11

Investments.		
Nature of Investment:		
Capital stock of Cascade Electric Light & Power Company,		
Par value . . . . .		\$40,000.00
Carried on books at . . . . .		0.00
Fixed Capital.		
Land and water rights . . . . .		\$105,551.21
Structures . . . . .		16,199.27
Machinery and apparatus . . . . .		36,334.52
Poles and fixtures . . . . .		7,637.00
Transmission conductors—overhead . . . . .		16,500.00
Distribution system—overhead . . . . .		8,060.00
Electric services . . . . .		7,827.39
Line transformers . . . . .		9,000.00
Electric meters . . . . .		5,611.59
Are lamps and glower lamps . . . . .		90.00
Municipal street lighting system . . . . .		850.00
General equipment . . . . .		1,091.52
Total cost of fixed capital . . . . .		\$214,752.50
Income Account.		
Operating revenues:		
Commercial lighting } . . . . .	\$38,127.07	
Commercial power } . . . . .		
Municipal lighting } . . . . .		
Merchandise and jobbing revenue (net) . . . . .	568.92	
Other operating revenues (net) . . . . .	57.75	
Total operating revenues . . . . .		\$38,753.74
Operating expenses:		
Transmission and distribution . . . . .	\$6,533.36	
Insurance . . . . .	716.39	
General depreciation . . . . .	1,031.96	
Miscellaneous . . . . .	3,438.25	
Total operating expenses . . . . .	\$11,719.96	
Taxes . . . . .	2,152.16	
Uncollectible bills . . . . .	593.16	
Total revenue deductions . . . . .		14,465.28
Gross operating income . . . . .		\$24,288.46
Non-operating expenses . . . . .		3,246.19
Gross income . . . . .		\$21,042.27
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Gross income <i>Brought forward</i>	\$21,042.27
Deductions from gross income:	
Interest on funded debt . . . . \$5,000.00	
Interest on unfunded debt . . . . 1,421.90	
Total deductions from gross income . . . .	6,421.90
Net income . . . . .	\$14,620.37
Surplus at beginning of year . . . . .	4,433.01
Surplus at close of year. . . . .	\$19,053.38

**Production and Sales.**

(No record.)

**Services Rendered.**

	NAME OF MUNICIPALITY.		
	Berlin.	Gorham.	Milan.
Number of consumers . . . . .	538	168	42
Number of meters in service . . . . .	577	210	45

**CENTER HARBOR.**

(See Percy Kelley.)

# CENTRAL NEW HAMPSHIRE POWER COMPANY.

WEBSTER, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Concord, N. H. (Martin & Howe.)

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## Principal Officers.

President . . .	Dennison Cowles . . .	Brattleboro, Vt.
Clerk . . .	Nathaniel E. Martin . . .	Concord, N. H.
Treasurer . . .	Frederick L. Houghton . . .	Putney, Vt.

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## Directors.

Dennison Cowles . . .	Brattleboro, Vt.
Frederick L. Houghton . . .	Putney, Vt.
Nathaniel E. Martin . . .	Concord, N. H.

Term expires July 1, 1913.

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## History.

Date of incorporation: September 19, 1910.

Incorporated under the general law of the State of New Hampshire.

Note.—This is not an operating company. The company owns property situated in the town of Webster.

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## Capital Stock.

Number of shares authorized:	
Common stock . . .	100
Par value of one share . . .	\$100.00
Total par value authorized . . .	10,000.00
Total par value outstanding . . .	10,000.00
Dividends:	
Amount declared during year . . .	None
Number of stockholders . . .	4
Number of stockholders in New Hampshire . . .	1
Par value of capital stock held in New Hampshire . . .	\$100.00

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General Balance Sheet.	
<i>Assets.</i>	
Land . . . . .	\$10,000.00
<i>Liabilities.</i>	
Capital stock . . . . .	\$10,000.00

# CLAREMONT POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Claremont, N. H.

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## Principal Officers.

President . . . . .	F. H. Foster . . . . .	Claremont, N. H.
Vice-President . . . . .	Hira R. Beckwith . . . . .	Claremont, N. H.
Clerk . . . . .	L. N. Wheelock . . . . .	Claremont, N. H.
Treasurer . . . . .	L. N. Wheelock . . . . .	Claremont, N. H.
General Manager . . . . .	L. N. Wheelock . . . . .	Claremont, N. H.

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## Directors.

F. H. Foster . . . . .	Claremont, N. H.
Hira R. Beckwith . . . . .	Claremont, N. H.
L. N. Wheelock . . . . .	Claremont, N. H.
J. A. Clark . . . . .	Claremont, N. H.

Term expires September 4, 1912.

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## History.

Date of incorporation: March 13, 1907.  
 Incorporated under special act of the State of New Hampshire.

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## Localities Served.

Claremont and Unity.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	6,000
Preferred stock . . . . .	1,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	700,000.00
Total par value outstanding . . . . .	700,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	44
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$126,800.00

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Funded Debt.	
First mortgage, 5% gold coupon bonds:	
Date of issue, 1907.	
Date of maturity, 1937.	
Total par value authorized . . . . .	\$400,000.00
Total par value outstanding . . . . .	400,000.00
Interest—	
Amount accrued during year . . . . .	20,000.00
Amount paid during year . . . . .	20,000.00
Rate, 5%.	

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$3,049.99
Accounts receivable . . . . .	9,462.15
	<hr/>
	\$12,512.14
Materials and supplies . . . . .	3,899.64
Investments . . . . .	581,110.75
Fixed capital . . . . .	621,151.25
Prepayments . . . . .	1,221.99
	<hr/>
Total . . . . .	\$1,219,895.77
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$1,483.03
Interest accrued on unfunded debt . . . . .	2,375.02
Bills payable (promissory notes) . . . . .	94,936.00
Accounts payable . . . . .	4,828.11
	<hr/>
	\$103,622.16
Funded debt . . . . .	400,000.00
Capital stock—preferred . . . . .	100,000.00
Capital stock—common . . . . .	600,000.00
Surplus . . . . .	16,273.61
	<hr/>
Total . . . . .	\$1,219,895.77

Investments.	
Claremont Railway & Lighting Company:	
Property, franchises and securities—	
Carried on books at . . . . .	\$581,110.75



Fixed Capital.		
Organization . . . . .		\$9,937.50
Land } . . . . .		60,402.77
Structures } . . . . .		
Machinery and apparatus . . . . .		373,491.79
Poles and fixtures . . . . .		27,965.00
Transmission conductors—overhead . . . . .		19,849.34
Distribution system—overhead . . . . .		20,007.00
Electric services . . . . .		2,550.00
Line transformers . . . . .		12,750.00
Electric meters . . . . .		11,620.49
Municipal street lighting system . . . . .		9,290.82
General equipment . . . . .		2,975.75
Oil engine plant . . . . .		70,310.79
Total cost of fixed capital . . . . .		\$621,151.25
Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$17,425.67
Commercial power . . . . .		52,639.25
Municipal lighting . . . . .		5,559.97
Total operating revenues . . . . .		\$75,624.89
Operating expenses:		
Production . . . . .	\$28,379.91	
Transmission and distribution . . . . .	5,019.67	
Insurance . . . . .	1,851.00	
Miscellaneous . . . . .	3,887.04	
Total operating expenses . . . . .	\$39,137.62	
Taxes . . . . .	2,559.02	
Total revenue deductions . . . . .		41,696.64
Gross operating income . . . . .		\$33,928.25
Non-operating revenues:		
Interest on bank deposits . . . . .		200.49
Gross income . . . . .		\$34,128.74
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Gross income <i>Brought forward</i>	\$34,128.74
Deductions from gross income:	
Interest on funded debt . . . . \$20,000.00	
Interest on unfunded debt . . . . 5,611.84	
Total deductions from gross income . . . .	25,611.84
Net income . . . . .	\$8,516.90
Surplus at beginning of year . . . . .	7,756.71
Surplus at close of year. . . . .	\$16,273.61
<b>Production and Sales.</b>	
Kilowatt hours generated . . . . .	5,416,970
Kilowatt hours sold during year . . . . .	4,166,328
<b>Services Rendered.</b>	
Number of consumers . . . . .	611

# CLOUTMAN GAS & ELECTRIC COMPANY.

YEAR ENDING DECEMBER 31, 1911.

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## Location of Office.

Farmington, N. H.

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## Principal Officers.

President . . . . .	W. D. Allen . . . . .	Farmington, N. H.
Clerk . . . . .	Nellie A. Allen . . . . .	Farmington, N. H.
Treasurer . . . . .	Nellie A. Allen . . . . .	Farmington, N. H.
General Manager . . . . .	W. D. Allen . . . . .	Farmington, N. H.

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## Directors.

W. D. Allen . . . . .	Farmington, N. H.
Nellie A. Allen . . . . .	Farmington, N. H.
John F. Cloutman . . . . .	Farmington, N. H.

Term expires when successor is chosen.

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## History.

Date of incorporation; April 18, 1908.  
 Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Farmington.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	600
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	15,000.00
Total par value outstanding . . . . .	15,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	5
Number of stockholders in New Hampshire . . . . .	5
Par value of capital stock held in New Hampshire . . . . .	\$15,000.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$623.03
Accounts receivable—electric. . . . .	3,079.77
Accounts receivable—sundry . . . . .	181.37

\$3,884.17

Materials and supplies . . . . . 1,427.03

Fixed capital . . . . . 17,506.34

Prepayments . . . . . 115.00

Total . . . . . \$22,932.54

*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$366.30
Accounts payable . . . . .	1,292.71

\$1,659.01

Reserve for depreciation . . . . . 1,418.00

Capital stock . . . . . 15,000.00

Surplus. . . . . 4,855.53

Total . . . . . \$22,932.54

## Fixed Capital.

Land and structures . . . . .	\$4,585.95
Machinery and apparatus . . . . .	6,864.02
Poles and fixtures . . . . .	1,050.00
Distribution system—overhead. . . . .	856.37
Electric services . . . . .	450.00
Line transformers. . . . .	900.00
Electric meters . . . . .	1,100.00
Municipal street lighting system . . . . .	1,700.00

Total cost of fixed capital . . . . . \$17,506.34

Less reserve for depreciation . . . . . 1,418.00

Total (net) value of fixed capital . . . . . \$16,088.34

## Income Account.

## Operating revenues:

Commercial lighting . . . . .	\$5,104.72
Commercial power . . . . .	4,933.58
Municipal lighting . . . . .	1,998.00
Merchandise and jobbing revenue (net) . . . . .	863.08

Total operating revenues . . . . . \$12,899.38

*Carried forward*

Income Account.— <i>Concluded.</i>	
Total operating revenues. Brought forward	\$12,899.38
Operating expenses:	
Production	\$6,616.21
Transmission and distribution }	
Insurance . . . . .	155.00
General depreciation . . . . .	1,418.00
Miscellaneous . . . . .	838.52
Total operating expenses . . . . .	\$9,027.73
Taxes . . . . .	366.30
Uncollectible bills . . . . .	15.41
Total revenue deductions . . . . .	\$9,409.44
Gross operating income. . . . .	\$3,489.94
Non-operating expenses . . . . .	773.33
Net income . . . . .	\$2,716.61
Surplus at beginning of year . . . . .	2,138.92
Surplus at close of year . . . . .	\$4,855.53

### Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	159
Number of meters in service . . . . .	155
Current supplied:	
Private consumers (estimated) . . . . k.w.h.	225,000
Municipal street lighting (estimated) . . k.w.h.	20,000
Other municipal service (estimated). . . k.w.h.	40,000
Total current supplied . . . . . k.w.h.	285,000

# CONCORD ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

11-19 Capitol Street, Concord, N. H.

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## Principal Officers.

President . . . . .	Allen Hollis . . . . .	Concord, N. H.
First Vice-President . . . . .	Albert B. Tenney . . . . .	Boston, Mass.
Second Vice-President . . . . .	D. Edgar Manson . . . . .	Boston, Mass.
Clerk . . . . .	Horace P. Wood . . . . .	Boston, Mass.
Treasurer . . . . .	Elihu A. Bradley . . . . .	Boston, Mass.
Auditor . . . . .	Herbert A. Gidney . . . . .	Boston, Mass.
General Manager . . . . .	Howard T. Sands . . . . .	Boston, Mass.
Manager . . . . .	Levin J. Chase . . . . .	Concord, N. H.

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## Directors.

Allen Hollis . . . . .	Concord, N. H.
Albert B. Tenney . . . . .	Boston, Mass.
D. Edgar Manson . . . . .	Boston, Mass.
Charles H. Tenney . . . . .	Springfield, Mass.
Horace P. Wood . . . . .	Boston, Mass.
Samuel A. York . . . . .	New Haven, Conn.
Herbert C. Warren . . . . .	New Haven, Conn.
Edward M. Bradley . . . . .	New Haven, Conn.
Josiah E. Fernald . . . . .	Concord, N. H.
Bernon E. Helme . . . . .	Kingston, R. I.
William F. Thayer . . . . .	Concord, N. H.

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## History.

Date of incorporation: May 29, 1901.

Amended: July 1, 1901; October 9, 1905; August 31, 1906; April 28, 1911.

Incorporated under general law of the State of New Hampshire.

Ratified by Special Act of Legislature, February 28, 1907.

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## Locality Served.

Concord.

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## Capital Stock.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
				Rate.	Amount.
Common.....	4,500	\$100	\$450,000	6%	\$27,000.00
Preferred.....	2,250	100	225,000	6%	13,500.00
Total.....	6,750		\$675,000		\$40,500.00
Number of stockholders Number of stockholders in New Hampshire Par value of capital stock held in New Hampshire				334 60	\$80,300.00

**Funded Debt.**

First mortgage bonds:	
Date of issue, 1901.	
Date of maturity, 1931.	
Total par value authorized . . . . .	*\$300,000.00
Total par value outstanding . . . . .	295,000.00
Total par value held by company in special funds	10,000.00
Interest:	
Amount accrued during year . . . . .	14,875.00
Amount paid during year . . . . .	14,875.00
Rate, 5%.	

**General Balance Sheet.***Assets.*

Cash and current assets:		
Cash . . . . .	\$7,913.67	
Accounts receivable—electric . . . . .	14,368.90	
Accounts receivable—sundry . . . . .	5,557.03	
		\$27,839.60
Materials and supplies . . . . .		18,911.85
Sinking funds . . . . .		10,719.43
Special deposits . . . . .		7,400.00
Fixed capital—electric . . . . .		1,043,369.35
Fixed capital—other departments . . . . .		10,984.99
Prepayments . . . . .		2,016.14
Suspense . . . . .		8,187.18
Total . . . . .		\$1,129,428.54

*Liabilities.*

Current liabilities:		
Taxes accrued . . . . .	\$150.00	
Interest accrued on funded debt . . . . .	7,400.00	
Insurance accrued . . . . .	345.72	
Bills payable (promissory notes) . . . . .	92,500.00	
Consumers' deposits . . . . .	129.34	
Accounts payable . . . . .	3,687.63	
Pay roll . . . . .	19.00	
		\$104,231.69
Funded debt . . . . .		295,000.00
Optional reserves . . . . .		248.00
Capital stock—preferred . . . . .		225,000.00
Capital stock—common . . . . .		450,000.00
Surplus . . . . .		54,948.85
Total . . . . .		\$1,129,428.54

**Contingent Fund.**

To take up the company's bonds . . . . .	\$10,719.43
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\* Retired during year, \$5,000.00.



Special Deposits.	
To provide for payment of bond coupons when due . . . . .	\$7,400.00
Suspense.	
Preliminary engineering . . . . .	\$8,187.18
Fixed Capital.	
Land . . . . .	\$46,089.15
Structures . . . . .	133,041.20
Machinery and apparatus . . . . .	721,662.70
*Poles and fixtures . . . . .	
Distribution system—overhead . . . . .	74,145.65
*Electric services . . . . .	
Line transformers . . . . .	30,096.98
Electric meters . . . . .	23,055.47
Arc lamps and glower lamps . . . . .	7,473.18
*Municipal street lighting system . . . . .	
General equipment . . . . .	7,805.02
Total cost of fixed capital . . . . .	\$1,043,369.35
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$50,127.55
Commercial power . . . . .	36,517.65
Municipal lighting . . . . .	15,705.97
Merchandise and jobbing revenue (net) (loss) . . . . .	2,122.16
Other operating revenues (net) . . . . .	2,362.67
Total operating revenues . . . . .	\$102,591.68
Operating expenses:	
Production . . . . .	\$11,428.96
Transmission and distribution . . . . .	13,609.86
Insurance . . . . .	3,347.79
General depreciation . . . . .	656.82
Miscellaneous . . . . .	23,571.36
Total operating expenses . . . . .	\$52,614.79
Taxes . . . . .	6,438.96
Uncollectible bills . . . . .	253.23
Total revenue deductions . . . . .	59,306.98
Gross operating income . . . . .	\$43,284.70
<i>Carried forward</i>	

\* Included in distribution system.

Income Account.— <i>Concluded.</i>	
Gross operating income. <i>Brought forward</i>	\$43,284.70
Non-operating revenues:	
Rent from real estate . . . . .	\$389.95
Interest on bank deposits . . . . .	92.80
Income from contingent fund . . . . .	2,591.67
Other non-operating revenues . . . . .	355.36
Total non-operating revenues . . . . .	3,429.78
Gross income . . . . .	\$46,714.48
Deductions from gross income:	
Interest on funded debt . . . . .	\$14,875.00
Interest on unfunded debt . . . . .	3,429.72
Total deductions from gross income . . . . .	18,304.72
Net income . . . . .	\$28,409.76
Surplus at beginning of year . . . . .	69,738.08
Total surplus . . . . .	\$98,147.84
Net adjustments during year, Dr. . . . .	2,698.99
Adjusted balance . . . . .	\$95,448.85
Dividends on preferred stock . . . . .	\$13,500.00
Dividends on common stock . . . . .	27,000.00
Total dividends . . . . .	40,500.00
Surplus at close of year. . . . .	\$54,948.85
Production and Sales.	
Kilowatt hours generated . . . . .	3,747,997
Kilowatt hours delivered at switchboard . . . . .	3,747,997
Kilowatt hours sold during year . . . . .	2,891,767
Kilowatt hours used by respondent . . . . .	45,905
Kilowatt hours unaccounted for . . . . .	810,325
Per cent. unaccounted for . . . . .	22
Maximum load, 1230 k.w. (give date) . . . . .	Jan. 29, 1912
Minimum load, 50 k.w. (give date) . . . . .	Oct. 8, 1911

Services Rendered.	
Number of consumers . . . . .	1352
Number of meters in service . . . . .	971
Number of indicators in service . . . . .	101
Connected load . . . . .	3953.3 k.w.
Current supplied:	
Private consumers . . . . . k.w.h.	2,312,922
Municipal street lighting . . . . . k.w.h.	374,360
Other municipal service . . . . . k.w.h.	59,635
Other public service corporations . . . . . k.w.h.	144,850
Used by respondent . . . . . k.w.h.	45,905
Total current supplied . . . . . k.w.h.	2,937,672

# CONNECTICUT RIVER POWER COMPANY. OF NEW HAMPSHIRE.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Congress Street, Boston, Mass.

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## Principal Officers.

President . . . . .	Charles A. Harris . . . . .	Brattleboro, Vt.
Vice-President . . . . .	Clarke C. Fitts . . . . .	Brattleboro, Vt.
Clerk . . . . .	Harold E. Whitney . . . . .	Brattleboro, Vt.
Treasurer . . . . .	William W. Brooks . . . . .	Boston, Mass.
General Manager . . . . .	Erastus L. West . . . . .	Worcester, Mass.

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## Directors.

Charles A. Harris . . . . .	Brattleboro, Vt.
Clarke C. Fitts . . . . .	Brattleboro, Vt.
Harold E. Whitney . . . . .	Brattleboro, Vt.
Elderbert J. Temple . . . . .	Hinsdale, N. H.
William W. Brooks . . . . .	Boston, Mass.

Term expires when successors are elected.

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## History.

Organized under laws of the State of Vermont. See Act 201-1902; Act 209-1904; Act 340-1906.

Incorporated under the laws of the State of New Hampshire.

Chapter 306, approved March 31, 1903; amended by chapter 244, approved March 14, 1907.

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## Localities Served.

This company furnishes power to the Keene Gas & Electric Company, over whose transmission line the current is taken from the power house at Hinsdale. The company also has lines in the town of Winchester.

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## Capital Stock.

KIND.	Number of shares authorized.	Par value of one share.	Total par value authorized and outstanding.	DIVIDENDS DECLARED DURING THE YEAR.	
				Rate.	Amount.
Common.....	15,000	\$100	\$1,500,000	.....	.....
Preferred.....	5,000	100	500,000	6%	*\$17,500.00
	20,000		\$2,000,000		\$17,500.00

\* From December 1, 1911, to June 30, 1912.

Number of stockholders	6
Number of stockholders in New Hampshire	1
Par value of capital stock held in New Hampshire	\$100.00

## Funded Debt.

DESIGNATION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Rate.	INTEREST.	
	Date of issue.	Date of maturity.				Amount accrued during the year.	Amount paid during the year.
First mortgage, 5% gold sinking fund bonds.....	June 1, 1907	June 1, 1937	\$2,000,000	\$1,992,000	5%	*\$99,994.45	\$100,000.00
			\$2,000,000	\$1,992,000		\$99,994.45	\$100,000.00

\* The full amount of accrual was \$100,000.00, but in June, 1912, eight bonds were retired upon which there was an interest adjustment of \$5.55.

## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$4,945.47
Bills receivable (notes) . . . . .	900.00
Accounts receivable . . . . .	47,596.66

\$53,442.13

Sinking fund deposit . . . . .	534.79
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Fixed capital . . . . .	4,402,478.61
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Prepayments . . . . .	4,623.34
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Total . . . . .	\$4,461,078.87
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*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$4,146.78
Interest accrued on funded debt . . . . .	8,300.00
Interest accrued on unfunded debt . . . . .	4,425.33
Bills payable (promissory notes) . . . . .	37,000.00
Accounts payable . . . . .	919.92
Dividends accrued . . . . .	17,500.00
Accidents and damages accrued . . . . .	600.00

\$72,892.03

Funded debt . . . . .	1,992,000.00
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Sinking fund reserves . . . . .	8,922.57
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Capital stock—preferred . . . . .	500,000.00
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Capital stock—common . . . . .	1,500,000.00
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5-year coupon notes (due 1915) . . . . .	301,000.00
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Surplus . . . . .	86,264.27
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Total . . . . .	\$4,461,078.87
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## Sinking Fund Deposit

Special cash deposit with the trustee for the purpose  
of purchasing and retiring bonds whenever so  
desired . . . . .

\$8,922.57

## Income Account.

## Operating revenues:

Commercial power . . . . .	\$276,960.97
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## Operating expenses:

Miscellaneous . . . . .	\$43,273.60
Taxes . . . . .	14,147.82
Sinking fund charges . . . . .	7,823.93

Total revenue deductions . . . . .	65,245.35
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Gross operating income . . . . .	\$211,715.62
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*Carried forward*

<b>Income Account.—<i>Concluded.</i></b>	
Gross operating income. Brought forward	\$211,715.62
Non-operating revenues:	
Miscellaneous . . . . .	1,923.97
Gross income . . . . .	\$213,639.59
Deductions from gross income:	
Interest on funded debt . . . . .	\$99,994.45
Interest on unfunded debt . . . . .	20,886.75
Total deductions from gross income . . . . .	120,881.20
Net income . . . . .	\$92,758.39
Surplus at beginning of year . . . . .	11,064.52
Total surplus . . . . .	\$103,822.91
Net adjustments during year, Dr. . . . .	58.64
Adjusted balance . . . . .	\$103,764.27
Dividends on preferred stock . . . . .	17,500.00
Surplus at close of year. . . . .	\$86,264.27

# CONTOOCOOK ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Contoocook, N. H.

## Principal Officers.

President . . . .	Horace J. Davis . . . .	Contoocook, N. H.
Clerk . . . . .	John A. Fuller . . . .	Contoocook, N. H.
Treasurer . . . .	John A. Fuller . . . .	Contoocook, N. H.
General Manager .	Horace J. Davis . . . .	Contoocook, N. H.

## Directors.

Horace J. Davis . . . . .	Contoocook, N. H.
Daniel F. Fisk . . . . .	Contoocook, N. H.
Stephen E. Morrill . . . . .	Contoocook, N. H.
Arthur C. Huntoon . . . . .	Contoocook, N. H.
Charles S. Rowell . . . . .	Contoocook, N. H.

Term expires January, 1913.

## History.

Date of incorporation: November 5, 1895.  
 Amended: November 24, 1896; September 12, 1899; January 24, 1900.  
 Incorporated under the general law of the State of New Hampshire.

## Localities Served.

Hopkinton and Warner.

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	240
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	24,000.00
Total par value outstanding . . . . .	24,000.00
Total par value held in treasury . . . . .	1,000.00
Dividends:	
Amount declared during year . . . . .	1,440.00
Rate, 6%.	
Number of stockholders . . . . .	37
Number of stockholders in New Hampshire . . . . .	35
Par value of capital stock held in New Hampshire . . . . .	\$23,600.00



## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$1,777.33
Deposited in savings bank . . . . .	10,038.26

\$11,815.59

Materials and supplies . . . . .	200.00
Fixed capital . . . . .	23,000.00
Treasury stock . . . . .	1,000.00

Total . . . . .	\$36,015.59
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*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$218.22
Capital stock . . . . .	24,000.00
Surplus . . . . .	11,797.37

Total . . . . .	\$36,015.59
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**Fixed Capital.**

Organization . . . . .	\$1,000.00
Land . . . . .	6,000.00
Structures . . . . .	2,500.00
Machinery and apparatus . . . . .	2,000.00
Poles and fixtures . . . . .	3,500.00
Transmission conductors—overhead . . . . .	2,500.00
Distribution system—overhead . . . . .	1,000.00
Line transformers . . . . .	2,400.00
Electric meters . . . . .	1,500.00
Municipal street lighting system . . . . .	600.00

Total cost of fixed capital . . . . .	\$23,000.00
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**Income Account**

## Operating revenues:

Commercial lighting . . . . .	\$4,192.45
Municipal lighting . . . . .	2,124.00

Total operating revenues . . . . .	\$6,316.45
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## Operating expenses:

Production . . . . .	\$2,820.00
Insurance . . . . .	142.00

Total operating expenses . . . . .	\$2,962.00
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Taxes . . . . .	218.22
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Total revenue deductions . . . . .	3,180.22
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Gross operating income . . . . .	\$3,136.23
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*Carried forward*

<b>Income Account.—Concluded,</b>	
Gross operating income. <i>Brought forward</i>	\$3,136.23
Non-operating revenues:	
Interest on bank deposits . . . . .	\$321.53
Income on treasury stock . . . . .	60.00
Total non-operating revenues . . . . .	381.53
Gross income . . . . .	\$3,517.76
Surplus at beginning of year . . . . .	9,719.61
Total surplus . . . . .	\$13,237.37
Dividends . . . . .	1,440.00
Surplus at close of year. . . . .	\$11,797.37

**Production and Sales.**

(No record.)

<b>Services Rendered.</b>	
Number of consumers . . . . .	228
Number of meters in service . . . . .	186

**ROCKWELL F. CRAIG.**  
**YEAR ENDING JUNE 30, 1912.**

Location of Office.  
Marlow, N. H.

**Localities Served.**

Marlow.

Note.—Furnishing electricity is not the principal business of this operator. The utility is operated in connection with other business.

**General Balance Sheet.**

<i>Assets.</i>	
Fixed capital . . . . .	\$1,500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,500.00

**Income Account.**

Operating revenues:	
Commercial lighting . . . . .	\$180.00
Municipal lighting . . . . .	330.00
Total operating revenues . . . . .	\$510.00
Operating expenses:	
Miscellaneous . . . . .	\$400.00
Taxes . . . . .	25.00
Total revenue deductions . . . . .	425.00
Net earnings . . . . .	\$85.00

Production and Sales.  
(No record.)

**Services Rendered.**

Number of consumers . . . . .	12
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# DERRY ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

5 Franklin Street, Derry, N. H.

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## Principal Officers.

President . . . . .	G. K. Bartlett . . . . .	Derry, N. H.
Vice-President . . . . .	W. P. Horne . . . . .	Derry, N. H.
Clerk . . . . .	B. T. Bartlett . . . . .	Derry, N. H.
Treasurer . . . . .	J. B. Bartlett . . . . .	Derry, N. H.
Auditor . . . . .	Charles Bartlett . . . . .	Derry, N. H.
General Manager . . . . .	J. B. Bartlett . . . . .	Derry, N. H.
Superintendent . . . . .	D. F. Griffiths . . . . .	Derry, N. H.

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## Directors.

G. K. Bartlett . . . . .	Derry N. H.
F. J. Shepard . . . . .	Derry N. H.
J. B. Bartlett . . . . .	Derry N. H.
W. P. Horne . . . . .	Derry N. H.
B. T. Bartlett . . . . .	Derry N. H.
D. F. Griffiths . . . . .	Derry N. H.
Charles Bartlett . . . . .	Derry, N. H.

Term expires Janaury 1, 1913.

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## History.

Date of incorporation: April 11, 1911.  
 Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Derry and Londonderry.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	500
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	7
Par value of capital stock held in New Hampshire . . . . .	\$50,000.00

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Funded Debt.		
First mortgage bonds:		
Date of issue, 1911.		
Date of maturity, 1931.		
Total par value authorized . . . . .		\$50,000.00
Total par value outstanding . . . . .		50,000.00
Total par value held in treasury . . . . .		1,000.00
Interest—		
Amount accrued and paid during year . . . . .		2,500.00
Rate, 5%.		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$2,265.02	
Accounts receivable . . . . .	550.00	
		\$2,815.02
Fixed capital . . . . .		103,724.76
Re-acquired securities . . . . .		1,000.00
Total . . . . .		\$107,539.78
<i>Liabilities.</i>		
Current liabilities:		
Consumers' deposits . . . . .	\$110.00	
Accounts payable . . . . .	1,676.33	
		\$1,786.33
Funded debt . . . . .		50,000.00
Reserve for depreciation . . . . .		5,000.00
Capital stock . . . . .		50,000.00
Surplus . . . . .		753.45
Total . . . . .		\$107,539.78
Fixed Capital.		
Organization . . . . .		\$4,900.00
Royalties, franchises and licenses . . . . .		2,500.00
Other intangible electric capital . . . . .		6,000.00
Land . . . . .		2,000.00
Structures . . . . .		4,000.00
Machinery and apparatus . . . . .		28,896.87
Poles and fixtures . . . . .		8,792.00
Transmission conductors—overhead . . . . .		1,800.00
Distribution system—overhead . . . . .		8,507.90
Electric services . . . . .		6,000.00
Line transformers . . . . .		6,038.84
Electric meters . . . . .		8,989.15
Arc lamps and glower lamps . . . . .		300.00
Municipal street lighting system . . . . .		9,000.00
General equipment . . . . .		6,000.00
Total cost of fixed capital . . . . .		\$103,724.76
Less reserve for depreciation . . . . .		5,000.00
Total (net) value of fixed capital . . . . .		\$98,724.76

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$12,316.40
Commercial power . . . . .	6,231.39
Municipal lighting . . . . .	3,242.23
Merchandise and jobbing revenue (net) . . . . .	400.00
Total operating revenues . . . . .	\$22,190.02
Operating expenses:	
Production . . . . .	\$8,155.08
Insurance . . . . .	202.50
General depreciation . . . . .	5,000.00
Miscellaneous . . . . .	4,010.41
Total operating expenses . . . . .	\$17,367.99
Taxes . . . . .	442.25
Total revenue deductions . . . . .	17,810.24
Gross income . . . . .	\$4,379.78
Deductions from gross income:	
Interest on funded debt . . . . .	2,500.00
Net income . . . . .	\$1,879.78
Deficit at beginning of year . . . . .	1,126.33
Surplus at close of year . . . . .	\$753.45
Production and Sales.	
Kilowatt hours purchased . . . . .	412,540
Services Rendered.	
Number of consumers . . . . .	342
Number of meters in service . . . . .	329
Current supplied:	
Private consumers . . . . . k.w.h.	208,799
Municipal street lighting . . . . . k.w.h.	25,255
Other public service corporations . . . . . k.w.h.	133,090
Used by respondent . . . . . k.w.h.	45,396
Total current supplied . . . . . k.w.h.	412,540

MOODY C. DOLE.

(See Campton Electric Light Company.)

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DOVER

(See Twin State Gas & Electric Company.)

Dover Division.

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# DUBLIN ELECTRIC COMPANY.

DUBLIN, N. H.

SIX MONTHS ENDING JUNE 30, 1912.

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## Location of Office.

16 Central Square, Keene, N. H.

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## Principal Officers.

President . . . . .	W. H. Elliot . . . . .	Keene, N. H.
Vice-President . . . . .	W. L. Mason . . . . .	Keene, N. H.
Clerk . . . . .	Philip H. Faulkner . . . . .	Keene, N. H.
Treasurer . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
General Manager . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
Superintendent . . . . .	Charles F. Appleton . . . . .	Dublin, N. H.

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## Directors.

W. H. Elliot . . . . .	Keene, N. H.
W. L. Mason . . . . .	Keene, N. H.
Geo. M. Rossman . . . . .	Keene, N. H.
Charles F. Appleton . . . . .	Dublin, N. H.
Philip H. Faulkner . . . . .	Keene, N. H.

Term expires: May, 1913.

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## History.

Date of incorporation: February 14, 1899.

Amended: September 25, 1899.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Dublin and Harrisville.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	10,000.00
Total par value outstanding . . . . .	10,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	2
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$10,000.00

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Funded Debt.		
First mortgage bonds:		
Date of issue, January 1, 1908.		
Date of maturity, January 1, 1928.		
Total par value authorized . . . . .		\$15,000.00
Total par value outstanding . . . . .		15,000.00
Interest—		
Amount accrued during period . . . . .		375.00
Amount paid during period . . . . .		375.00
Rate, 5%.		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$953.50	
Accounts receivable . . . . .	247.15	
		\$1,200.65
Materials and supplies . . . . .		988.32
Fixed capital . . . . .		36,118.50
Total . . . . .		\$38,307.47
<i>Liabilities.</i>		
Current liabilities:		
Bills payable (promissory notes) . . . . .	\$6,000.00	
Accounts payable . . . . .	2,244.68	
		\$8,244.68
Funded debt . . . . .		15,000.00
Capital stock . . . . .		10,000.00
Surplus . . . . .		5,062.79
Total . . . . .		\$38,307.47
Fixed Capital.		
Land and penstock . . . . .		\$15,992.39
Structures . . . . .		1,872.45
Machinery and apparatus . . . . .		6,065.54
Distribution system—overhead . . . . .		9,211.07
Line transformers . . . . .		1,953.16
Electric meters . . . . .		1,023.89
Total cost of fixed capital . . . . .		\$36,118.50

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$1,936.82
Merchandise and jobbing revenue (net), loss . . . . .	113.35
Total operating revenues . . . . .	\$1,823.47
Operating expenses:	
Production . . . . .	\$367.34
Transmission and distribution . . . . .	49.30
Insurance . . . . .	28.13
Miscellaneous . . . . .	494.58
Total operating expenses . . . . .	939.35
Gross income . . . . .	\$884.12
Deductions from gross income:	
Interest on funded debt . . . . .	\$375.00
Interest on unfunded debt . . . . .	55.72
Total deductions from gross income . . . . .	430.72
Net income . . . . .	\$453.40
Surplus at beginning of period . . . . .	4,609.39
Surplus at close of year . . . . .	\$5,062.79

## Production and Sales.

(No record.)

## Services Rendered.

	NAME OF MUNICIPALITY.	
	Dublin.	Harrisville.
Number of consumers . . . . .	63	3
Number of meters in service . . . . .	91	3

# EXETER & HAMPTON ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

81 Main Street, Exeter, N. H.

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## Principal Officers.

President . . .	Allen Hollis . . .	Concord, N. H.
Vice-President . .	Chas. H. Tenney . .	Boston, Mass. 201 Devonshire St.
Clerk . . . . .	Horace P. Wood . . .	Boston, Mass. 201 Devonshire St.
Treasurer . . .	C. W. Rogers . . .	Exeter, N. H.
Auditor . . . .	Herbert A. Gidney . .	Boston, Mass.
General Manager .	C. W. Rogers . . .	Exeter, N. H.

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## Directors.

Charles H. Tenney . . . . .	Springfield, Mass.
B. E. Helme . . . . .	Kingston, R. I.
Allen Hollis . . . . .	Concord, N. H.
John Templeton . . . . .	Exeter, N. H.
H. P. Amen . . . . .	Exeter, N. H.
Ernest G. Cole . . . . .	Hampton, N. H.
Thomas L. Perkins . . . . .	Hampton, N. H.
Term expires: April 1, 1913.	

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## History.

Originally organized as a department of the Exeter, Hampton & Amesbury Street Railway.

Reorganized and incorporated as a separate corporation March 30, 1908, under the general law of the State of New Hampshire.

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## Localities Served.

Exeter, Hampton, Hampton Falls, Kingston and Seabrook.

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**Capital Stock.**

Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	100,000.00
Dividends:	
Amount declared during year . . . . .	4,500.00
Rate, $4\frac{1}{2}\%$	
Number of stockholders . . . . .	1
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None

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**General Balance Sheet.**
*Assets.*

Cash and current assets:		
Cash . . . . .	\$555.76	
Accounts receivable—electric. . . . .	3,567.83	
Accounts receivable—sundry . . . . .	1,913.71	
		\$6,037.30
Materials and supplies . . . . .		4,617.25
Investments . . . . .		11,480.29
Fixed capital . . . . .		116,493.37
Construction work in progress . . . . .		4,489.08
Prepayments . . . . .		763.58
Suspense . . . . .		150.00
Total . . . . .		\$144,030.87

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*Liabilities.*

Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$262.46	
Bills payable (promissory notes) . . . . .	18,000.00	
Consumers' deposits . . . . .	426.00	
Accounts payable . . . . .	4,348.65	
		\$23,037.11
Reserve for depreciation . . . . .		1,500.00
Optional reserves . . . . .		28.58
Capital stock . . . . .		100,000.00
Surplus . . . . .		19,465.18
Total . . . . .		\$144,030.87

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## Investments.

NATURE OF INVESTMENT.	Actual cost	Carried on books at	Income accrued during year.
Office building at Exeter, N. H., and land occupied by same . . . . .	\$11,080.29	\$11,080.29	\$153.10
Expense on possibilities of development of water power privilege at West Epping . . . . .	400.00	400.00	None
Total . . . . .	\$11,480.29	\$11,480.29	\$153.10

## Fixed Capital.

Land . . . . .	\$622.50
Structures . . . . .	36,235.51
Machinery and apparatus . . . . .	39,175.25
*Poles and fixtures . . . . .	
Distribution system—overhead . . . . .	28,033.01
*Electric services . . . . .	
Line transformers . . . . .	4,444.49
Electric meters . . . . .	5,559.13
Arc lamps and glow lamps . . . . .	797.01
*Municipal street lighting system . . . . .	
General equipment . . . . .	1,626.47
Total cost of fixed capital . . . . .	\$116,493.37
Less reserve for depreciation . . . . .	1,500.00
Total (net) value of fixed capital . . . . .	\$114,993.37

## Income Account.

Operating revenues:	
Commercial lighting . . . . .	\$16,170.51
Commercial power . . . . .	5,157.92
Municipal lighting . . . . .	6,611.00
Merchandise and jobbing revenue (net) . . . . .	710.58
Other operating revenues (net) . . . . .	383.34
Total operating revenues . . . . .	\$29,033.35
<i>Carried forward</i>	

\* Included in distribution system.

<b>Income Account.—Concluded.</b>	
Total operating revenues. Brought forward	\$29,033.35
Operating expenses:	
Production . . . . .	\$9,719.37
Transmission and distribution . . . . .	2,073.39
Insurance . . . . .	590.79
General depreciation . . . . .	1,648.75
Miscellaneous . . . . .	6,852.62
Total operating expenses . . . . .	\$20,884.92
Taxes . . . . .	359.55
Uncollectible bills . . . . .	39.33
Total revenue deductions . . . . .	21,283.80
Gross operating income. . . . .	\$7,749.55
Non-operating revenues:	
Rent from real estate . . . . .	\$1,220.00
Interest on bank deposits . . . . .	15.18
Income from investments . . . . .	153.10
Other non-operating revenues . . . . .	9.81
Total non-operating revenues . . . . .	1,398.09
Gross income . . . . .	\$9,147.64
Deductions from gross income:	
Interest on unfunded debt . . . . .	582.02
Net income . . . . .	\$8,565.62
Surplus at beginning of year . . . . .	15,911.50
Total surplus . . . . .	\$24,477.12
Net adjustments during year, Dr. . . . .	511.94
Adjusted balance . . . . .	\$23,965.18
Dividends . . . . .	4,500.00
Surplus at close of year . . . . .	\$19,465.18
<b>Production and Sales.</b>	
Kilowatt hours purchased . . . . .	456,889
Delivered at switchboard . . . . .	456,889
Kilowatt hours sold during year . . . . .	353,129.54
Kilowatt hours used by respondent . . . . .	2,152
Kilowatt hours unaccounted for . . . . .	101,607.46
Per cent. unaccounted for . . . . .	22
Maximum load, 182 k.w. . . . .	Dec. 22, 1911

## Services Rendered.

	NAME OF MUNICIPALITY.		
	Exeter.	Hampton.	Kingston.
Number of consumers . . . . .	218	256	33
Number of meters in service . . . . .	216	254	33
Connected load, k.w. . . . .	140	167.3	11.6
Current supplied:			
Private consumers . . . . . k.w.h.	187,474.6	76,143.1	1,524
Municipal street lighting, k.w.h.	61,889	22,264.44	330
Contracts . . . . . k.w.h.	768	2,736.4	
Used by respondent . . . . . k.w.h.	2,152		
Total current supplied, k.w.h.	252,283.6	101,143.94	1,854

# FALL MOUNTAIN ELECTRIC LIGHT AND POWER COMPANY

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

6 Bridge Street, Bellows Falls, Vt.

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## Principal Officers.

President . . . .	Richard S. Russell . .	Boston, Mass.
Vice-President . .	L. J. Royce . . . .	Bellows Falls, Vt.
Clerk . . . . .	E. S. Leonard . . . .	Bellows Falls, Vt.
Treasurer . . . .	E. L. Rantoul . . . .	Boston, Mass.
General Manager . .	L. J. Royce . . . .	Bellows Falls, Vt.
Superintendent . .	L. J. Royce . . . .	Bellows Falls, Vt.

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## Directors.

Richard S. Russell . . . . .	Boston, Mass.
L. J. Royce . . . . .	Bellows Falls, Vt.
A. N. Burbank . . . . .	New York, N. Y.
D. P. Rogers . . . . .	Boston, Mass.
Charles E. Howard . . . . .	Bellows Falls, Vt.
Z. H. Allbee . . . . .	Bellows Falls, Vt.
A. P. Williams . . . . .	Bellows Falls, Vt.

Term expires: January, 1913.

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## History.

Date of incorporation: March 31, 1901.

Incorporated under the general law of the State of Vermont.

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## Localities Served.

Bellows Falls, Saxtons River and Winchester, Vermont; Walpole, Alstead and Charlestown, New Hampshire.

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Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		2,000
Par value of one share . . . . .		\$100.00
Total par value authorized . . . . .		200,000.00
Total par value outstanding . . . . .		125,000.00
Dividends:		
Amount declared during year . . . . .		8,750.00
Rate, 7%.		
Number of stockholders . . . . .		34
Number of stockholders in New Hampshire . . . . .		5
Par value of capital stock held in New Hampshire . . . . .		\$3,500.00
Funded Debt.		
Mortgage bonds:		
Date of issue, April 1, 1904.		
Date of maturity, April 1, 1924.		
Total par value authorized . . . . .		\$100,000.00
*Total par value outstanding . . . . .		65,000.00
Interest—		
Amount accrued during year . . . . .		3,250.00
Amount paid during year . . . . .		3,250.00
Rate, 5%.		
General Balance Sheet.		
Assets.		
Cash and current assets:		
Cash . . . . .	\$4,308.23	
Accounts receivable—electric . . . . .	7,709.32	
Accounts receivable—sundry . . . . .	5,192.75	
		\$17,210.30
Materials and supplies . . . . .		12,746.92
Investments . . . . .		5,000.00
Special deposits: . . . . .		
Liability insurance . . . . .		1,001.00
Fixed capital . . . . .		274,299.57
Prepayments . . . . .		1,635.00
Suspense . . . . .		2,464.38
Re-acquired securities . . . . .		2,500.00
Total . . . . .		\$316,857.17

\*Includes \$2,500 held by the company, having been acquired shortly before June 30, 1912, and upon which no interest had become due on date of this report.

**General Balance Sheet.—Concluded.***Liabilities.*

## Current liabilities:

Accounts payable . . . . .	\$2,653.17
Funded debt . . . . .	65,000.00
Reserve for depreciation . . . . .	61,507.69
Optional reserves . . . . .	1,001.00
Capital stock . . . . .	125,000.00
Surplus. . . . .	61,695.31
<b>Total . . . . .</b>	<b>\$316,857.17</b>

**Investments.**

NAME OF INVESTMENT.	Date of Maturity.	Par Value.	Actual Cost.	Carried on Books at
Notes receivable . . . . .	Demand.	\$5,000.00	\$ 5,000.00	\$5,000.00
William A. Russell & Bro. and Dudley P. Rogers, dated February 10, 1912. No accrual had been figured on date of making report.				

**Fixed Capital.**

Original property purchased . . . . .	\$70,000.00
Land . . . . .	14,000.00
Structures	96,058.03
Machinery and apparatus }	
Poles and fixtures	60,828.30
Transmission conductors—overhead	
Distribution system—overhead	
Distribution system—underground	
Municipal street lighting system	17,739.39
Line transformers . . . . .	
Electric meters . . . . .	14,325.52
Arc lamps and glower lamps . . . . .	325.97
General equipment . . . . .	1,022.36
<b>Total cost of fixed capital . . . . .</b>	<b>\$274,299.57</b>
<b>Less reserve for depreciation . . . . .</b>	<b>61,507.69</b>
<b>Total (net) value of fixed capital . . . . .</b>	<b>\$212,791.88</b>

Income Account.		
Operating revenues:		
Current sold . . . . .	\$64,878.16	
Merchandise and jobbing revenue (net) . . . . .	890.65	
Total operating revenues . . . . .		\$65,768.81
Operating expenses:		
Production . . . . .	\$11,959.99	
Transmission and distribution . . . . .	6,412.64	
Insurance . . . . .	291.10	
General depreciation . . . . .	9,616.46	
Miscellaneous . . . . .	8,969.94	
Total operating expenses . . . . .	\$37,250.13	
Taxes . . . . .	2,054.38	
Total revenue deductions . . . . .		39,304.51
Gross operating income . . . . .		\$26,464.30
Non-operating expenses . . . . .		1,000.00
Gross income . . . . .		\$25,464.30
Deductions from gross income:		
Interest on funded debt . . . . .	\$3,250.00	
Interest on unfunded debt . . . . .	30.00	
Total deductions from gross income . . . . .		3,280.00
Net income . . . . .		\$22,184.30
Surplus at beginning of year . . . . .		48,261.01
Total surplus . . . . .		\$70,445.31
Dividends . . . . .		8,750.00
Surplus at close of year . . . . .		\$61,695.31
Production and Sales.		
Kilowatt hours generated . . . . .		2,110,322
Kilowatt hours sold during year . . . . .		1,617,456
Kilowatt hours unaccounted for . . . . .		492,866
Per cent. unaccounted for . . . . .		23
Maximum load, 750 k.w. . . . .		Nov. 11, 1911
Minimum load, 50 k.w. . . . .		July 23, 1911

## Services Furnished.

MUNICIPALITY.	Number of consumers.	Number of meters in service.
Bellows Falls, Vt. ....	815	771
Saxtons River, Vt. ....	66	64
Westminster, Vt. ....	46	43
Charlestown, N. H. ....	94	89
Walpole, N. H. ....	95	91
Alstead, N. H. ....	51	48

## FARMINGTON.

(See Cloutman Gas &amp; Electric Company.)

# FOX & PUTNAM.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main Street, North Woodstock, N. H.

## Partners.

Frank A. Fox . . . . . North Woodstock, N. H.  
Ernest L. Putnam . . . . . North Woodstock, N. H.

Extent of partner's interest: Each owns one-half.

## History.

Partnership formed: August, 1908.

## Localities Served.

North Woodstock and Lincoln.

## General Balance Sheet.

### Assets.

#### Cash and current assets:

Cash . . . . .	\$172.65
Accounts receivable . . . . .	30.70

\$203.35

Fixed capital . . . . .

1,530.00

Total . . . . .

\$1,733.35

### Liabilities.

#### Current liabilities:

Taxes accrued . . . . .	\$26.10
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Capital invested . . . . .	1,530.00
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Surplus. . . . .	177.25
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Total . . . . .

\$1,733.35

Fixed Capital.	
Poles and fixtures . . . . .	\$150.00
Transmission conductors—overhead . . . . .	375.00
Distribution system—overhead . . . . .	300.00
Line transformers . . . . .	325.00
Electric meters . . . . .	380.00
Total cost of fixed capital . . . . .	\$1,530.00
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$1,653.90
Municipal lighting . . . . .	368.70
Total operating revenue . . . . .	\$2,022.60
Operating expenses:	
Production . . . . .	\$1,269.80
Transmission and distribution . . . . .	169.00
General depreciation . . . . .	76.50
Miscellaneous . . . . .	120.00
Total operating expenses . . . . .	\$1,635.30
Taxes . . . . .	26.10
Uncollectible bills . . . . .	30.70
Total revenue deductions . . . . .	1,692.10
Gross operating income . . . . .	\$330.50
Non-operating expenses . . . . .	25.00
Gross income . . . . .	\$305.50
Surplus at beginning of year . . . . .	151.75
Total surplus . . . . .	\$457.25
Dividends . . . . .	280.00
Surplus at close of year . . . . .	\$177.25
Production and Sales.	
Kilowatt hours purchased . . . . .	14,098
Maximum load, September, 1911 . . . . . k.w.	1,613
Minimum load, May, 1912 . . . . . k.w.	870
Respondent purchases current of J. E. Henry & Sons Co., Lincoln, N. H.	

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 Services Rendered.
 

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	NAME OF MUNICIPALITY.	
	North Woodstock.	Lincoln.
Number of consumers.....	42	3
Number of meters in service.....	40	3
Current supplied:		
Private consumers.....k.w.h.	9,592	1,434
Municipal street lighting.....k.w.h.	3,072	.....
Total current supplied.....k.w.h.	12,664	1,434

# THE FRANKLIN LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

54 Memorial Street, Franklin, N. H.

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## Principal Officers.

President . . . .	A. W. Sulloway . . . .	Franklin, N. H.
Vice-President . .	E. H. Sturtevant . . . .	Franklin, N. H.
Clerk . . . . .	E. G. Leach . . . . .	Franklin, N. H.
Treasurer . . . .	John P. Proctor . . . . .	Franklin, N. H.
General Manager. .	John P. Proctor . . . . .	Franklin, N. H.
Superintendent . .	John P. Proctor . . . . .	Franklin, N. H.

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## Directors.

A. W. Sulloway . . . . .	Franklin, N. H.
W. F. Daniell . . . . .	Franklin, N. H.
E. H. Sturtevant . . . . .	Franklin, N. H.
E. G. Leach . . . . .	Franklin, N. H.
C. W. Adams . . . . .	Franklin, N. H.
James Aiken . . . . .	Franklin, N. H.
M. Duffy . . . . .	Franklin, N. H.
Frank Proctor . . . . .	Franklin, N. H.
J. P. Proctor . . . . .	Franklin, N. H.

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## History.

Date of incorporation: April 30, 1896.

Amended: December 27, 1899.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Franklin.

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Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		1,500
Par value of one share . . . . .		\$100.00
Total par value authorized . . . . .		150,000.00
Total par value outstanding . . . . .		150,000.00
Dividends:		
Amount declared during year . . . . .		9,000.00
Rate, 6%.		
Number of stockholders . . . . .		48
Number of stockholders in New Hampshire . . . . .		44
Par value of capital stock held in New Hampshire . . . . .		\$144,500.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$5,009.36	
Accounts receivable . . . . .	1,837.04	
		\$6,846.40
Materials and supplies . . . . .		1,389.28
Fixed capital—gas . . . . .		23,056.03
Fixed capital—electric . . . . .		154,582.04
Total . . . . .		\$185,873.75
<i>Liabilities.</i>		
Capital stock—common . . . . .		\$150,000.00
Surplus. . . . .		35,873.75
Total . . . . .		\$185,873.75
Fixed Capital.		
GAS.		
Land . . . . .		\$1,500.00
Structures . . . . .		4,500.00
Machinery and apparatus . . . . .		1,500.00
Trunk lines and mains . . . . .		10,000.00
Gas services . . . . .		3,556.03
Gas meters . . . . .		2,000.00
Total cost of fixed capital—gas . . . . .		\$23,056.03
(Continued.)		

Fixed Capital.— <i>Concluded.</i>		
ELECTRIC.		
Land . . . . .		\$32,301.75
Structures . . . . .		25,000.00
Machinery and apparatus . . . . .		25,000.00
Poles and fixtures . . . . .		15,000.00
Transmission conductors—overhead . . . . .		5,280.29
Distribution system—overhead . . . . .		25,000.00
Electric services . . . . .		5,000.00
Line transformers . . . . .		12,000.00
Electric meters . . . . .		8,000.00
Municipal street lighting system . . . . .		2,000.00
Total cost of fixed capital—electric . . . . .		\$154,582.04
Income Account.		
Operating revenues:		
Gas—		
Commercial lighting . . . . .	\$1,793.08	
Total—gas . . . . .		\$1,793.08
Operating revenues:		
Electric—		
Commercial lighting . . . . .	\$16,295.23	
Commercial power . . . . .	3,835.02	
Municipal lighting . . . . .	3,805.72	
Total—electric . . . . .		23,935.97
Total operating revenues . . . . .		\$25,729.05
Operating expenses:		
Gas—		
Production . . . . .	\$1,004.48	
Total—gas . . . . .		\$1,004.48
Electric—		
Production . . . . .	5,922.86	
Transmission and distribution . . . . .	3,902.25	
Total—electric . . . . .		\$9,825.11
Insurance . . . . .	\$351.47	
Taxes . . . . .	1,058.76	
Total revenue deductions . . . . .		12,239.82
Gross operating income . . . . .		\$13,489.23
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Gross operating income. <i>Brought forward</i>	\$13,489.23
Non-operating revenues:	
Rent from real estate . . . . .	809.00
Gross income . . . . .	\$14,298.23
Deductions from gross income:	
Interest on unfunded debt . . . . .	205.64
Net income . . . . .	\$14,092.59
Surplus at beginning of year . . . . .	31,581.16
Total surplus . . . . .	\$45,673.75
Net adjustments during year, Dr. . . . .	800.00
Adjusted balance . . . . .	\$44,873.73
Dividends . . . . .	9,000.00
Surplus at close of year . . . . .	\$35,873.75

**Production and Sales.**

(No record.)

**Services Rendered.**

(No record.)

**FREMONT.**

(See Spaulding & Frost Company.)

# GOODELL COMPANY

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Antrim, N. H.

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## Principal Officers.

President . . . . .	David H. Goodell . . . . .	Antrim, N. H.
Vice-President . . . . .	Richard C. Goodell . . . . .	Antrim, N. H.
Clerk . . . . .	Henry A. Hurlin . . . . .	Antrim, N. H.
Treasurer . . . . .	David H. Goodell . . . . .	Antrim, N. H.
General Manager . . . . .	David H. Goodell . . . . .	Antrim, N. H.
Superintendent . . . . .	E. C. Martin . . . . .	Antrim, N. H.

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## Directors.

David H. Goodell . . . . .	Antrim, N. H.
Richard C. Goodell . . . . .	Antrim, N. H.
D. Dana Goodell . . . . .	Antrim, N. H.

Term expires: third Tuesday, in January 1913.

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## History.

Date of incorporation: February 5, 1875.

Amended: December 31, 1909.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Antrim and Bennington.

Note.—Furnishing electricity is not the principal business of this operator. The utility is operated in connection with other business.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	600
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	60,000.00
Total par value outstanding . . . . .	60,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$60,000.00

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Funded Debt.		
First mortgage coupon notes:		
Date of issue, January 1, 1910.		
Date of maturity, \$5,000.00 each year, January 1, 1913, to January 1, 1919.		
Total par value authorized . . . . .		\$45,000.00
Total par value outstanding . . . . .		35,000.00
Interest:		
Amount accrued during year . . . . .		1,687.50
Amount paid during year . . . . .		1,800.00
Rate, $4\frac{1}{2}\%$ .		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$5,958.76	
Bills receivable . . . . .	175.00	
Accounts receivable—electric . . . . .	1,493.95	
Accounts receivable—sundry . . . . .	25,167.32	
		\$32,795.03
Materials and supplies . . . . .		213,646.88
Fixed capital—electric . . . . .		62,062.90
Fixed capital—other departments . . . . .		47,940.00
Total . . . . .		\$356,444.81
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$2,562.88	
Interest accrued on funded debt . . . . .	787.50	
Interest accrued on unfunded debt . . . . .	41.25	
Bills payable (promissory notes) . . . . .	25,486.00	
Accounts payable . . . . .	19,458.70	
		\$48,336.33
Funded debt . . . . .		35,000.00
Reserve for depreciation . . . . .		11,901.66
Capital stock . . . . .		60,000.00
Surplus . . . . .		201,206.82
Total . . . . .		\$356,444.81
Income Account.		
ELECTRIC.		
Operating revenues:		
Commercial lighting . . . . .		\$4,534.31
Commercial power . . . . .		160.14
Municipal lighting . . . . .		1,814.05
Merchandise and jobbing revenue (net) . . . . .		101.10
Total operating revenues . . . . .		\$6,609.60
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$6,609.60
Operating expenses:	
Production . . . . .	\$1,398.50
Transmission and distribution . . . . .	904.39
Insurance . . . . .	14.49
Depreciation:	
Assigned to electric utility . . . . .	79.23
Miscellaneous . . . . .	26.12
Total operating expenses . . . . .	\$2,422.73
Taxes . . . . .	31.56
Uncollectible bills . . . . .	20.73
Total revenue deductions . . . . .	2,475.02
Net operating income . . . . .	\$4,134.58
Non-operating expenses: . . . . .	1,301.97
Gross income . . . . .	\$2,832.61
Deductions from gross income:	
Interest on funded debt . . . . .	\$25.31
Interest on unfunded debt . . . . .	11.85
Total deductions from gross income . . . . .	37.16
Net income from electrical operations . . . . .	\$2,795.45

<b>Fixed Capital.</b>	
<b>ELECTRIC.</b>	
Dams and penstocks . . . . .	\$25,118.80
Land . . . . .	4,460.00
Structures . . . . .	6,574.30
Machinery and apparatus . . . . .	8,839.02
Poles and fixtures . . . . .	2,844.09
Transmission conductors—overhead . . . . .	4,385.72
Distribution system—overhead . . . . .	1,000.00
Electric services . . . . .	100.00
Line transformers . . . . .	3,119.25
Electric meters . . . . .	1,176.70
Municipal street lighting system . . . . .	1,549.05
General equipment . . . . .	100.00
Miscellaneous expenditures during construction . . . . .	2,795.97
Total cost of fixed capital—electric . . . . .	\$62,062.90
Less reserve for depreciation . . . . .	11,901.66
Total (net) value of fixed capital—electric . . . . .	\$50,161.24

Production and Sales—Electric.	
Kilowatt hours generated . . . . .	372,630
Kilowatt hours used by respondent and unaccounted for . . . . .	187,047
Kilowatt hours sold . . . . .	185,583
Maximum load, September 22, 1912: . . . . .	
Day 71½ k.w.h. Night 41 k.w.h.	

### Services Rendered.

	NAME OF MUNICIPALITY.	
	Antrim.	Bennington.
Number of consumers . . . . .	185	32
Number of meters in service. . . . .	86	22

# GOODRICH FALLS ELECTRIC COMPANY.

YEAR ENDING OCTOBER 31, 1912.

## Location of Office.

Intervale, N. H.

## Principal Officers.

President . . . .	A. N. Twitchell . . . .	Gorham, N. H.
Clerk . . . . .	George E. Clarke . . . .	Gorham, N. H.
Treasurer . . . .	H. S. Mudgett . . . . .	Intervale, N. H.
Auditor . . . . .	George E. Clarke . . . .	Gorham, N. H.
General Manager .	H. S. Mudgett . . . . .	Intervale, N. H.
Superintendent . .	H. S. Mudgett . . . . .	Intervale, N. H.

## Directors.

A. N. Twitchell . . . . .	Gorham, N. H.
George E. Clarke . . . . .	Gorham, N. H.
John T. Peabody . . . . .	Gorham, N. H.
A. M. Stahl . . . . .	Berlin, N. H.
H. S. Mudgett . . . . .	Intervale, N. H.

Term expires: October 29, 1912.

## History.

Date of incorporation: April 14, 1897.

Amended: February 26, 1898; June 6, 1898.

Incorporated under the general law of the State of New Hampshire.

## Localities Served.

Bartlett, Jackson and Conway.

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	360
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	36,000.00
Total par value outstanding . . . . .	36,000.00
Dividends:	
Amount declared during year . . . . .	3,600.00
Rate 10%.	
Number of stockholders . . . . .	9
Number of stockholders in New Hampshire . . . . .	8
Par value of capital stock held in New Hampshire .	\$35,900.00



General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$2,322.19
Accounts receivable—electric . . . . .	3,883.14
Accounts receivable—sundry . . . . .	209.15
	<hr/>
Materials and supplies . . . . .	\$6,414.48
Fixed capital . . . . .	500.00
	36,000.00
	<hr/>
Total . . . . .	\$42,914.48
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$332.81
Accounts payable . . . . .	1,017.46
Dividends payable . . . . .	3,600.00
	<hr/>
	\$4,950.27
Capital stock . . . . .	36,000.00
Surplus . . . . .	5,564.21
	<hr/>
Total . . . . .	\$42,914.48
<b>Fixed Capital.</b>	
Intangible capital . . . . .	\$6,000.00
Land . . . . .	4,153.50
Structures, including dam construction . . . . .	2,000.00
Machinery and apparatus . . . . .	5,100.00
Poles and fixtures . . . . .	1,142.80
Distribution system—overhead . . . . .	5,903.00
Line transformers . . . . .	4,659.50
Electric meters . . . . .	1,890.00
Arc lamps and glower lamps . . . . .	105.00
Municipal street lighting system . . . . .	272.80
General equipment . . . . .	1,746.77
Miscellaneous expenditures during construction . . . . .	3,026.63
	<hr/>
Total cost of fixed capital . . . . .	\$36,000.00
<b>Income Account.</b>	
Operating revenues:	
Commercial lighting . . . . .	\$7,067.33
Municipal lighting . . . . .	1,030.00
Merchandise and jobbing revenue (net) . . . . .	34.42
	<hr/>
Total operating revenues . . . . .	\$8,131.75
<i>Carried forward</i>	

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$8,131.75
Operating expenses:	
Production . . . . .	\$1,100.00
Transmission and distribution . . . . .	403.80
Insurance . . . . .	177.00
Miscellaneous . . . . .	967.19
Total operating expenses . . . . .	\$2,647.99
Taxes . . . . .	392.81
Total revenue deductions . . . . .	3,040.80
Gross operating income. . . . .	\$5,090.95
Non-operating revenues:	
Rent from real estate . . . . .	20.00
Gross income . . . . .	\$5,110.95
Surplus at beginning of year . . . . .	1,461.84
Total surplus . . . . .	\$6,572.79
Dividends . . . . .	3,600.00
Surplus at close of year . . . . .	\$2,972.79

**Production and Sales.**

(No record.)

**Services Rendered.**

	NAME OF MUNICIPALITY.		
	Conway.	Bartlett.	Jackson.
Number of consumers . . . . .	95	54	26
Number of meters in service	66	43	19

# GREENVILLE ELECTRIC LIGHTING COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Greenville, N. H.

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## Principal Officers.

President . . . .	Herbert J. Taft . . . .	Greenville, N. H.
Vice-President . . . .	Harlan P. Upham . . . .	Greenville, N. H.
Clerk . . . . .	Harlan P. Upham . . . .	Greenville, N. H.
Treasurer, . . . . .	Herbert J. Taft . . . .	Greenville, N. H.
Superintendent . . . .	Harry R. Nutting . . . .	Greenville, N. H.

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## History.

Date of incorporation: October 27, 1903.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Greenville.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	20
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	2,000.00
Total par value outstanding . . . . .	2,000.00

Dividends:

Amount declared during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$2,000.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$200.00
Accounts receivable . . . . .	100.00

\$300.00

Fixed capital . . . . .	3,018.11
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Total . . . . .	\$3,318.11
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*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$13.00
Reserve for depreciation . . . . .	160.00
Capital stock . . . . .	2,000.00
Surplus . . . . .	1,145.11

Total . . . . .	\$3,318.11
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## Fixed Capital.

Machinery and apparatus . . . . .	\$1,857.00
Poles and fixtures . . . . .	100.00
Distribution system—overhead . . . . .	300.00
Line transformers . . . . .	537.14
Electric meters . . . . .	223.97

Total cost of fixed Capital . . . . .	\$3,018.11
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Less reserve for depreciation . . . . .	160.00
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Total (net) value of fixed capital . . . . .	\$2,858.11
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## Income Account.

## Operating revenues:

Commercial lighting . . . . .	\$1,571.00
Municipal lighting . . . . .	1,240.00

Total operating revenues . . . . .	\$2,811.00
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## Operating expenses:

Production . . . . .	\$2,412.90
Transmission and distribution . . . . .	220.62
General depreciation . . . . .	160.00

Total operating expenses . . . . .	\$2,793.52
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Taxes . . . . .	13.88
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Total revenue deductions . . . . .	2,807.40
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Gross operating income . . . . .	\$3.60
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Surplus at beginning of year . . . . .	1,141.51
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Surplus at close of year . . . . .	\$1,145.11
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Production and Sales.	
Kilowatt hours generated . . . . .	16,000
Services Rendered.	
Number of consumers . . . . .	25
Number of meters in service . . . . .	13
Current supplied:	
Private consumers . . . . . k.w.h.	9,000
Municipal street lighting . . . . . k.w.h.	7,000
Total current supplied . . . . . k.w.h.	16,000

# GROVETON ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Mechanic Street, Groveton, N. H.

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## Principal Officers.

President . . . .	W. A. Knight . . . .	Auburn, Me.
Vice-President . . . .	George B. Bearce . . . .	Lewiston, Me.
Clerk . . . .	E. H. Macloon . . . .	Groveton, N. H.
Treasurer . . . .	Harry Stetson . . . .	Lewiston, Me.
General Manager . . . .	Harry Stetson . . . .	Lewiston, Me.
Superintendent . . . .	E. H. Macloon . . . .	Groveton, N. H.

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## Directors.

W. A. Knight . . . . .	Auburn, Me.
John D. Clifford . . . . .	Lewiston, Me.
George B. Bearce . . . . .	Lewiston, Me.
George E. Bearce . . . . .	Lewiston, Me.
Harry Stetson . . . . .	Lewiston, Me.

Term expires: May 6, 1913.

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## History.

Date of incorporation: May 16, 1890.

Amended: May 23, 1911.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Village of North Stratford in the town of Stratford, and village of Groveton in the town of Northumberland.

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Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		300
Par value of one share . . . . .		\$100.00
Total par value authorized . . . . .		30,000.00
Total par value outstanding . . . . .		10,000.00
Dividends:		
Amount declared during year . . . . .		2,500.00
Rate, 25%.		
Number of stockholders . . . . .		5
Number of stockholders in New Hampshire . . . . .		None
Par value of capital stock held in New Hampshire . . . . .		None
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$470.04	
Accounts receivable . . . . .	768.79	
		\$1,238.83
Fixed capital . . . . .		18,369.67
Total . . . . .		\$19,608.50
<i>Liabilities.</i>		
Current liabilities:		
Bills payable (promissory notes) . . . . .	\$1,978.00	
Accounts payable . . . . .	100.00	
		\$2,078.00
Capital stock . . . . .		10,000.00
Surplus . . . . .		7,530.50
Total . . . . .		\$19,608.50
Fixed Capital.		
Structures . . . . .		\$2,000.00
Machinery and apparatus . . . . .		6,500.00
Poles and fixtures . . . . .		1,823.16
Distribution system—overhead . . . . .		2,340.61
Line transformers . . . . .		1,250.00
Electric meters . . . . .		2,059.00
Municipal street lighting system . . . . .		2,396.90
Total cost of fixed capital . . . . .		\$18,369.67

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$4,586.97
Municipal lighting . . . . .	1,248.32
Total operating revenues . . . . .	\$5,835.29
Operating expenses:	
Production . . . . .	\$873.05
Transmission and distribution . . . . .	1,093.15
Insurance . . . . .	51.00
Total operating expenses . . . . .	\$2,017.20
Taxes . . . . .	138.00
Total revenue deductions . . . . .	2,155.20
Gross operating income . . . . .	\$3,680.09
Non-operating expenses . . . . .	329.13
Gross income . . . . .	\$3,350.96
Deductions from gross income:	
Interest on unfunded debt . . . . .	118.68
Net income . . . . .	\$3,232.28
Surplus at beginning of year . . . . .	6,798.22
Total surplus . . . . .	\$10,030.50
Dividends . . . . .	2,500.00
Surplus at close of year . . . . .	\$7,530.50
Production and Sales.	
Kilowatt hours purchased . . . . .	117,390
Kilowatt hours sold during year . . . . .	84,722
Kilowatt hours used by respondent . . . . .	600
Kilowatt hours unaccounted for . . . . .	32,668
Per cent. unaccounted for . . . . .	27.8



## Services Rendered.

	NAME OF MUNICIPALITY.	
	Groveton.	North Stratford.
Number of consumers . . . . .	98	51
Number of meters in service . . . . .	93	50
Connected load . . . . .	100 k.w.	25 k.w.
Current supplied:		
Private consumers . . . . .	37,641	18,241
Municipal street lighting . . . . . k.w.h.	23,440	4,800
Used by respondent . . . . . k.w.h.	600	
Total current supplied . . . . . k.w.h.	61,681	23,041

## GROVETON.

(See also Lyman Falls Power Company.)

# J. E. HENRY & SONS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Lincoln, N. H.

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## Principal Officers.

President . . . . .	G. E. Henry . . . . .	Lincoln, N. H.
Vice-President . . . . .	C. B. Henry . . . . .	Lincoln, N. H.
Clerk . . . . .	C. B. Henry . . . . .	Lincoln, N. H.
Treasurer . . . . .	J. H. Henry . . . . .	Lincoln, N. H.

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## Directors.

G. E. Henry . . . . .	Lincoln, N. H.
J. H. Henry . . . . .	Lincoln, N. H.
C. B. Henry . . . . .	Lincoln, N. H.
Alfred Stanley . . . . .	Plymouth, N. H.
Katherine S. Henry . . . . .	Lincoln, N. H.

Term expires: January 1, 1913.

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## History.

Date of incorporation: February 19, 1895.

Amended: March 2, 1896; March 11, 1896.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Lincoln.

Note.—This is not the principal business of this operator. The utility is operated in connection with other business.

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## Capital Stock.

Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$1,000,000.00

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Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$4,642.30
Commercial power . . . . .	6.00
Municipal lighting . . . . .	255.90
Merchandise and jobbing revenue (net) . . . . .	197.50
Total operating revenues . . . . .	\$5,101.70
Operating expenses:	
Production . . . . .	\$2,860.00
Transmission and distribution . . . . .	611.00
Insurance . . . . .	200.00
General depreciation . . . . .	200.00
Miscellaneous . . . . .	90.00
Total operating expenses . . . . .	\$3,961.00
Taxes . . . . .	45.00
Total revenue deductions . . . . .	4,006.00
Gross operating income . . . . .	\$1,095.70
Non-operating expenses . . . . .	150.00
Net earnings from electrical operations . . . . .	\$945.70
Production and Sales.	
Kilowatt hours generated . . . . .	3,600,000
Kilowatt hours sold during year . . . . .	38,207
Kilowatt hours used by respondent . . . . .	3,561,793
Services Rendered.	
Number of consumers . . . . .	51
Number of meters in service . . . . .	51
Current supplied:	
Private consumers . . . . . k.w.h.	21,550
Municipal street lighting . . . . . k.w.h.	2,559
Other public service corporations . . . . . k.w.h.	14,098
Used by respondent . . . . . k.w.h.	3,561,793
Total current supplied . . . . . k.w.h.	3,600,000

# HILLSBORO ELECTRIC LIGHT AND POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Hillsboro, N. H.

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## Principal Officers.

President . . . . .	W. P. Grimes . . . . .	Hillsboro, N. H.
Vice-President . . . . .	John Goodell . . . . .	Hillsboro, N. H.
Clerk . . . . .	W. D. Forsaith . . . . .	Hillsboro, N. H.
Treasurer . . . . .	W. P. Grimes . . . . .	Hillsboro, N. H.
General Manager . . . . .	George J. Wadleigh . . . . .	Hillsboro, N. H.
Superintendent . . . . .	George J. Wadleigh . . . . .	Hillsboro, N. H.

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## Directors.

W. D. Forsaith . . . . .	Hillsboro, N. H.
J. W. Grimes . . . . .	Reading, Mass.
John Goodell . . . . .	Hillsboro, N. H.
W. P. Grimes . . . . .	Hillsboro, N. H.
J. H. Grimes . . . . .	Hillsboro, N. H.
L. H. Jones . . . . .	Hillsboro, N. H.
C. P. Grimes . . . . .	Penacook, N. H.
Term expires: May 10, 1913.	

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## History.

Date of organization: January 25, 1895.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Hillsboro and Henniker.

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Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		700
Par value of one share . . . . .		\$50.00
Total par value authorized . . . . .		35,000.00
Total par value outstanding . . . . .		35,000.00
Dividends:		
Amount declared during year . . . . .		4,200.00
Rate, 12%.		
Number of stockholders . . . . .		20
Number of stockholders in New Hampshire . . . . .		17
Par value of capital stock held in New Hampshire . . . . .		\$30,200.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$796.30	
Accounts receivable . . . . .	456.77	
Interest and dividends receivable . . . . .	101.75	
		\$1,354.82
Materials and supplies . . . . .		903.47
Investments . . . . .		3,500.00
Fixed capital . . . . .		66,268.64
Total . . . . .		\$72,026.93
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$346.75	
Accounts payable . . . . .	164.45	
		\$511.20
Reserve for depreciation . . . . .		3,000.00
Optional reserves . . . . .		2,000.00
Capital stock . . . . .		35,000.00
Surplus . . . . .		31,515.73
Total . . . . .		\$72,026.93

## Investments.

NATURE OF INVESTMENT.	Par value.	Actual cost.	Carried on books at	Income accrued during year.
*Bond—Manchester Traction, Light & Power Co.	\$1,000	\$1,035.00	\$1,000.00	\$50.00
25 Shares Amoskeag P'd.	2,500	2,518.75	2,500.00	56.25
Total . . . . .			\$3,500.00	\$106.25

\* Matures April 1, 1921.

Fixed Capital.		
Land . . . . .		\$1,900.00
Structures . . . . .		29,632.96
Machinery and apparatus . . . . .		8,343.49
Poles and fixtures . . . . .		4,239.48
Distribution system—overhead . . . . .		14,308.81
Line transformers . . . . .		2,551.54
Electric meters . . . . .		2,571.91
General equipment . . . . .		625.70
Miscellaneous expenditures during construction . . . . .		2,094.75
Total cost of fixed capital . . . . .		\$66,268.64
Less reserve for depreciation . . . . .		3,000.00
Total (net) value of fixed capital . . . . .		\$63,268.64
Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$6,198.16
Municipal lighting . . . . .		2,534.50
Other operating revenues (net) . . . . .		78.00
Total operating revenues . . . . .		\$8,810.66
Operating expenses:		
Production . . . . .	\$1,689.32	
Transmission and distribution . . . . .	389.03	
Insurance . . . . .	15.00	
General depreciation . . . . .	1,000.00	
Total operating expenses . . . . .	\$3,093.35	
Taxes . . . . .	375.00	
Uncollectible bills . . . . .	150.00	
Total revenue deductions . . . . .		3,618.35
Gross operating income . . . . .		\$5,192.31
Non-operating revenues:		
Interest on bank deposits . . . . .	\$146.99	
Income from investments . . . . .	106.25	
Total non-operating revenues . . . . .		253.24
Net income . . . . .		\$5,445.55
Surplus at beginning of year . . . . .		30,270.18
Total surplus . . . . .		\$35,717.73
Dividends . . . . .		4,200.00
Surplus at close of year . . . . .		\$31,515.73

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**Services Rendered.**


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	NAME OF MUNICIPALITY.	
	Hillsboro.	Henniker.
Number of consumers . . . . .	188	92
Number of meters in service . . . . .	153	77

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**HINSDALE.**

(See Twin State Gas & Electric Company.)  
Brattleboro Division.

**INTERVALE.**

(See Goodrich Falls Electric Company.)

**JACKSON.**

(See Wentworth Hall Electric Light Company.)

**JAFFREY & TROY ELECTRIC LIGHT CO.**  
**JAFFREY, N. H.**

The report rendered by this company is not satisfactory and is not published.

# JONES & LINS COTT ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Lancaster, N. H.

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## Principal Officers.

President . . . . .	H. H. Jones . . . . .	Lancaster, N. H.
Treasurer . . . . .	Fred S. Linscott . . . . .	Lancaster, N. H.
General Manager . . . . .	Fred S. Linscott . . . . .	Lancaster, N. H.

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## Directors.

H. H. Jones . . . . .	Lancaster, N. H.
Fred S. Linscott . . . . .	Lancaster, N. H.
W. H. McCarten . . . . .	Lancaster, N. H.
C. W. Sleeper . . . . .	Lancaster, N. H.
Merrill Shurtleff . . . . .	Lancaster, N. H.

Term expires: June 1, 1913.

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## History.

Date of incorporation: May 23, 1908.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Lancaster.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	400
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	40,000.00
Total par value outstanding . . . . .	40,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	7
Par value of capital stock held in New Hampshire	\$40,000.00

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Funded Debt.		
First mortgage note . . . . .		\$15,000.00
Date of issue, May 1, 1908.		
Interest—		
Amount accrued during year . . . . .		750.00
Amount paid during year . . . . .		625.00
Rate, 5%.		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$534.58	
Accounts receivable . . . . .	2,317.54	
		\$2,852.12
Materials and supplies . . . . .		300.00
Fixed capital . . . . .		50,962.49
Deficit . . . . .		3,237.58
Total . . . . .		\$57,352.17
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$95.00	
Interest accrued on funded debt . . . . .	125.00	
Interest accrued on unfunded debt . . . . .	10.00	
Bills payable (promissory notes) . . . . .	2,000.00	
Accounts payable . . . . .	122.17	
		\$2,352.17
Funded debt . . . . .		15,000.00
Capital stock . . . . .		40,000.00
Total . . . . .		\$57,352.17
Fixed Capital.		
Land . . . . .		\$19,520.43
Structures . . . . .		6,091.36
Machinery and apparatus . . . . .		15,030.13
Poles and fixtures . . . . .		7,312.83
Line transformers . . . . .		1,707.51
Electric meters . . . . .		1,245.26
General equipment . . . . .		54.95
Total cost of fixed capital . . . . .		\$50,962.47

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$3,667.61
Commercial power . . . . .	1,211.80
Municipal lighting . . . . .	1,709.40
Total operating revenues . . . . .	\$6,588.81
Operating expenses:	
Production . . . . .	\$4,365.48
Insurance . . . . .	102.00
Total operating expenses . . . . .	\$4,467.48
Taxes . . . . .	144.00
Total revenue deductions . . . . .	4,611.48
Gross income . . . . .	\$1,977.33
Deductions from gross income:	
Interest on funded debt . . . . .	810.00
Net income . . . . .	\$1,167.33
Deficit at beginning of year . . . . .	4,404.91
Deficit at close of year . . . . .	\$3,237.58
Services Rendered.	
Number of consumers . . . . .	108
Number of meters in service . . . . .	57

# KEENE GAS AND ELECTRIC COMPANY.

SIX MONTHS ENDING JUNE 30, 1912.

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## Location of Office.

16 Central Square, Keene, N. H.

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## Principal Officers.

President . . . . .	W. H. Elliot . . . . .	Keene, N. H.
Vice-President . . . . .	W. L. Mason . . . . .	Keene, N. H.
Treasurer . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
General Manager . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
Superintendent . . . . .	R. D. Smith . . . . .	Keene, N. H.

---

## Directors.

W. H. Elliot . . . . .	Keene, N. H.
W. L. Mason . . . . .	Keene, N. H.
G. M. Rossman . . . . .	Keene, N. H.
R. D. Smith . . . . .	Keene, N. H.
W. R. Porter . . . . .	Keene, N. H.
Philip H. Faulkner . . . . .	Keene, N. H.
R. E. Faulkner . . . . .	Keene, N. H.
Tucker Doland . . . . .	Brookline, Mass.
John W. Elliot . . . . .	Boston, Mass.
D. R. Cole . . . . .	Keene, N. H.

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## History.

Date of incorporation: June 27, 1860.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Chesterfield, Keene, Swanzey, Marlboro and Winchester.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	1,500
Preferred stock . . . . .	500
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding:	
Common . . . . .	150,000.00
Preferred . . . . .	50,000.00
Dividends:	
Amount declared during period:	
Common . . . . .	6,750.00
Preferred . . . . .	1,000.00
Rate;	
Common, $4\frac{1}{2}\%$ for the six months.	
Preferred, $2\%$ for the six months.	
Number of stockholders . . . . .	79
Number of stockholders in New Hampshire . . . . .	72
Par value of capital stock held in New Hampshire . . . . .	193,500.00

Funded Debt.	
First mortgage bonds:	
Date of issue, 1905.	
Date of maturity, 1935.	
Total par value authorized . . . . .	\$200,000.00
Total par value outstanding . . . . .	194,500.00
Interest—	
Amount accrued during period . . . . .	4,862.50
Amount paid during period . . . . .	5,050.00
Rate, $5\%$ .	

General Balance Sheet.	
Assets.	
Cash and current assets:	
Cash . . . . .	\$1,308.49
Accounts receivable—gas . . . . .	1,262.01
Accounts receivable—electric . . . . .	2,649.60
Accounts receivable—sundry . . . . .	223.34
	\$5,443.44
Materials and supplies . . . . .	11,060.89
Investments . . . . .	143,125.90
Fixed capital—gas . . . . .	194,168.33
Fixed capital—electric . . . . .	294,508.65
Prepayments . . . . .	850.41
Total . . . . .	\$649,157.62
(Continued.)	

General Balance Sheet.— <i>Concluded.</i>		
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$428.06	
Interest accrued on funded debt . . . . .	4,052.09	
Interest accrued on unfunded debt . . . . .	1,920.45	
Bills payable (promissory notes) . . . . .	146,200.00	
Accounts payable . . . . .	9,471.55	
		\$162,072.15
Funded debt . . . . .		194,500.00
Reserve for depreciation . . . . .		25,936.64
Reserves % "Block" investment . . . . .		303.37
Capital stock—preferred . . . . .		50,000.00
Capital stock—common . . . . .		150,000.00
Surplus . . . . .		66,345.46
Total . . . . .		\$649,157.62

## Investments.

NATURE OF INVESTMENT.	Par value.	Actual cost.	Carried on books at	Income accrued during period.
*Real estate: Central Square and Washington Street, Keene, N. H. . . . .		\$73,125.90	\$73,125.90	\$3,286.56
Capital stock: Ashuelot Gas and Elec- tric Company, 700 shares	\$100.00 per share		70,000.00	
Total . . . . .			\$143,125.90	\$3,286.56

## Fixed Capital.

## GAS.

Land	}		
Structures			
Machinery and apparatus			\$87,046.20
Trunk lines and mains . . . . .			60,202.64
Gas services . . . . .			28,543.17
Gas meters . . . . .			18,376.32
Total cost of fixed capital—gas . . . . .			\$194,168.33
Less reserve for depreciation . . . . .			11,281.38
Total (net) value of fixed capital—gas . . . . .			\$182,886.95
<i>(Continued.)</i>			

\* Expenses incurred, \$2,333.81.

Fixed Capital.— <i>Concluded.</i>		
ELECTRIC.		
Land		
Structures		\$110,412.05
Machinery and apparatus		108,738.81
Poles and fixtures		
Transmission conductors—overhead		59,861.31
Distribution system—overhead		
Electric services		
Line transformers		11,425.75
Electric meters		4,070.73
Total cost of fixed capital—electric		\$294,508.65
Less reserve for depreciation		14,655.26
Total (net) value of fixed capital—electric		\$279,853.39
Income Account.		
Operating revenues:		
Gas—		
Commercial lighting	\$15,686.93	
Merchandise and jobbing revenue*	812.02	
Total—gas		\$16,498.95
Electric—		
Commercial lighting	\$13,286.84	
Commercial power	11,646.98	
Municipal lighting	6,575.25	
Merchandise and jobbing revenue*	135.73	
Total—electric		31,644.80
Total operating revenues		\$48,143.75
Operating expenses:		
Gas—		
Production	\$6,622.24	
Transmission and distribution	1,170.22	
Other operating expenses	3,775.05	
Total—gas	\$11,567.51	
Electric—		
Production	\$11,069.38	
Transmission and distribution	4,602.20	
Other operating expenses	4,242.34	
Total—electric	\$19,913.92	
Total operating expenses	\$31,481.43	\$48,143.75
<i>Carried forward</i>		

\* Net.

Income Account.— <i>Concluded.</i>		
	<i>Brought forward</i>	\$31,481.43
Other deductions:		\$48,143.75
Insurance . . . . .	707.78	
Taxes . . . . .	662.28	
Uncollectible bills . . . . .	18.95	
Total revenue deductions . . . . .		32,870.44
Gross operating income . . . . .		\$15,273.31
Non-operating revenue:		
Income from investments . . . . .	\$3,286.56	
Non-operating expenses . . . . .	2,333.81	
Net non-operating revenue . . . . .		952.75
Gross income . . . . .		\$16,226.06
Deductions from gross income:		
Interest on funded debt . . . . .	\$4,862.50	
Interest on unfunded debt . . . . .	4,090.93	
Total deductions from gross income . . . . .		8,953.43
Net income . . . . .		\$7,272.63
Surplus at beginning of period . . . . .		71,062.42
Total surplus . . . . .		\$78,335.05
Net adjustments during period, Dr. . . . .		4,239.59
Adjusted balance . . . . .		\$74,095.46
Dividends on preferred stock . . . . .	\$1,000.00	
Dividends on common stock . . . . .	6,750.00	
Total dividends . . . . .		7,750.00
Surplus at close of year . . . . .		\$66,345.45
Meter and Service Data.		
GAS.		
Meters—		
Number in use January 1, 1912, (all sizes.) . . . . .		1,464
Number added during the period . . . . .		51
Total . . . . .		1,515
<i>(Continued)</i>		

**Meter and Service Data.—Concluded.****Meter —**

Number in use at close of year:

3 lt. . . . .	982
5 lt. . . . .	478
10 lt. . . . .	33
20 lt. . . . .	14
50 lt. . . . .	4
100 lt. . . . .	4
<b>Total . . . . .</b>	<b>1,515</b>

	LENGTH.	
	Cast iron. ft.	Wrought iron. ft.
Street mains in use June 30, 1912:		
2-inch . . . . .		9,107
3-inch . . . . .	15,985	5,225
4-inch . . . . .	48,748	2,790
6-inch . . . . .	350	.....
8-inch . . . . .	13,205	.....

**Gas Made and Sold During the Period.**

Number of feet on hand January 1, 1912 . . . . .	43,000
Number of feet made during the period:	
Water gas . . . . .	13,619,000
<b>Total gas made and on hand . . . . .</b>	<b>13,662,000</b>
Number of feet of gas sold by meter during the period . . . . .	11,940,700
Number of feet of gas used at works and offices during the period . . . . .	22,800
Number of feet of gas on hand at close of year . . . . .	52,000
<b>Total gas sold, used and on hand . . . . .</b>	<b>12,015,500</b>
Number of feet unaccounted for during the period . . . . .	1,646,500



## Production and Sales During Period.

## ELECTRIC.

Kilowatt hours generated . . . . .	787,881
Kilowatt hours purchased . . . . .	96,655
Kilowatt hours delivered at switchboard . . . . .	884,536
Kilowatt hours sold during year . . . . .	649,792
Kilowatt hours used by respondent . . . . .	36,926
Kilowatt hours unaccounted for . . . . .	197,818
Per cent. unaccounted for . . . . .	22.3

## Services Rendered.

	NAME OF MUNICIPALITY.				
	Keene.	Swansey	Winchester.	Marlboro.	Chesterfield.
Number of consumers . . . . .	451	77	123	8	9
Number of meters in service . . . . .	499	.....	.....	.....	.....
Connected load . . . . . k.w.	1,603	95	136	121	37
Current supplied:					
Private consumers . . . . k.w.h.	325,627	5,560	14,802	22,631	510
Municipal street lighting k.w.h.	88,546	10,412	11,810	.....	.....
Other municipal service k.w.h.	4,752	132	168	1,484	.....
Other public service corporations . . . . . k.w.h.	158,366	146	314	4,810	.....
Used by respondent . . . k.w.h.	36,926	.....	.....	.....	.....
Total current supplied k.w.h.	614,217	15,972	27,094	28,925	510

# KEENE GAS AND ELECTRIC COMPANY.

(PETERBOROUGH DIVISION.)

ONE MONTH ENDING JUNE 30, 1912.

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## Location of Office.

Peterborough, N. H.

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## Principal Officers.

See report on page 868.

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## Directors.

See report on page 868.

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## Locality Served.

Peterborough.

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Note.—This report covers the Peterborough division of the Keene Gas and Electric Company for June, 1912. The Peterborough Electric Light, Power and Heat Company has been controlled by the Keene Gas and Electric Company since June 1, 1912.

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## General Balance Sheet.

### *Assets.*

#### Cash and current assets:

Cash . . . . .	\$1,254.56	
Accounts receivable . . . . .	44.52	

\$1,299.08

Materials and supplies (estimated) . . . . .		1,529.89
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Fixed capital . . . . .		38,775.76
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Total . . . . .		\$41,604.73
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### *Liabilities.*

#### Current liabilities:

Accounts payable . . . . .	\$41,453.52
Surplus. . . . .	151.21

Total . . . . .	\$41,604.73
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Fixed Capital.	
Organization . . . . .	\$2,122.36
Land } . . . . .	16,629.55
Structures } . . . . .	
Machinery and apparatus . . . . .	3,931.50
Poles and fixtures . . . . .	
Transmission conductors—overhead } . . . . .	11,395.21
Distribution system—overhead } . . . . .	
Line transformers . . . . .	1,315.75
Electric meters . . . . .	2,279.95
Interest during construction . . . . .	915.00
Office construction . . . . .	186.44
Total cost of fixed capital . . . . .	\$38,775.76
Income Account.	
Operating revenues:	
Sales . . . . .	\$462.53
Merchandise and jobbing revenue (net) . . . . .	10.67
Total operating revenues . . . . .	\$473.20
Operating expenses:	
Production . . . . .	\$80.76
Transmission and distribution . . . . .	49.35
Insurance . . . . .	55.12
Miscellaneous . . . . .	136.76
Total operating expenses . . . . .	321.99
Net income (surplus at close of year) . . . . .	\$151.21
Services Rendered.	
Number of consumers . . . . .	191
Number of meters in service . . . . .	191
Connected load . . . . . k.w.	150

# PERCY KELLEY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Center Harbor, N. H.

## Locality Served.

Center Harbor.

Note.—Furnishing electricity is not the principal business of this operator. The utility is operated in connection with other business.

## General Balance Sheet.

<i>Assets.</i>	
Fixed capital . . . . .	\$3,050.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$3,050.00

## Fixed Capital.

Machinery and apparatus . . . . .	\$1,500.00
Poles and fixtures . . . . .	500.00
Distribution system—overhead . . . . .	500.00
Line transformers . . . . .	300.00
Electric meters . . . . .	150.00
Lamps . . . . .	100.00
Total cost of fixed capital . . . . .	\$3,050.00

## Income Account.

Operating revenues:	
Commercial lighting . . . . .	\$400.00
Commercial power . . . . .	300.00
Total operating revenues . . . . .	\$700.00
Operating expenses . . . . .	45.00
Net earnings . . . . .	\$655.00

**Production and Sales.**(No record.)

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**Services Rendered.**(No record.)

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# W. H. KENISTON & SON.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Rumney, N. H.

## Locality Served.

Rumney.

## General Balance Sheet.

### Assets.

#### Cash and current assets:

Accounts receivable . . . . .	\$50.00
Materials and supplies . . . . .	50.00
Fixed capital . . . . .	1,200.00
Total . . . . .	\$1,300.00

### Liabilities.

Capital invested . . . . .	\$1,300.00
Total . . . . .	\$1,300.00

## Fixed Capital.

Structures . . . . .	\$500.00
Machinery and apparatus . . . . .	400.00
Poles and fixtures . . . . .	45.00
Distribution system—overhead . . . . .	115.00
Electric services . . . . .	15.00
Line transformers . . . . .	125.00
Total cost of fixed capital . . . . .	\$1,200.00

## Income Account.

Operating revenues:	
Commercial lighting . . . . .	\$200.00
Other operating revenues . . . . .	48.00
Total operating revenues . . . . .	\$248.00
<i>Carried forward</i>	

<b>Income Account.—<i>Concluded.</i></b>	
Total operating revenues. <i>Brought forward.</i>	\$248.00
Operating expenses:	
Sundry . . . . .	\$28.00
Insurance . . . . .	33.00
Taxes . . . . .	18.30
Total operating expenses . . . . .	79.30
Net earnings . . . . .	<u>\$168.70</u>

# LACONIA GAS AND ELECTRIC COMPANY.

SIX MONTHS ENDING JUNE 30, 1912.

## Location of Office.

612 Main Street, Laconia, N. H.

## Principal Officers.

President . . . . .	W. L. Mason . . . . .	Keene, N. H.
Vice-President . . . . .	Allen Hollis . . . . .	Concord, N. H.
Treasurer . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
Auditor . . . . .	Miller Franklin Co. . . . .	New York
General Manager . . . . .	Geo. M. Rossman . . . . .	Keene, N. H.
Superintendent . . . . .	F. T. Brockington . . . . .	Laconia, N. H.

## Directors.

W. L. Mason . . . . .	Keene, N. H.
Allen Hollis . . . . .	Concord, N. H.
Geo. M. Rossman . . . . .	Keene, N. H.
F. T. Brockington . . . . .	Laconia, N. H.
Edmund Little . . . . .	Laconia, N. H.

Term expires: March, 1913.

## History.

Date of incorporation: April 19, 1910.

Amended: March 30, 1912.

Incorporated under the general law of the State of New Hampshire.

## Localities Served.

Belmont, Gilford, Laconia and Tilton.

## Capital Stock.

Number of shares authorized:	
Common . . . . .	2,500
Preferred . . . . .	2,300
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding:	
Common . . . . .	250,000.00
Preferred . . . . .	230,000.00
Dividends:	
*Amount declared during period . . . . .	4,500.00
Rate, 3% for the six months.	
Number of stockholders . . . . .	191
Number of stockholders in New Hampshire . . . . .	149
Par value of capital stock held in New Hampshire . . . . .	\$406,300.00

\* This amount declared on \$150,000.00 of preferred capital stock.



Funded Debt.		
5% First mortgage sinking fund bonds:		
Date of issue, 1910.		
Date of maturity, 1940.		
Total par value authorized . . . . .		\$750,000.00
Total par value outstanding . . . . .		275,000.00
Interest—		
Amount accrued during period . . . . .		6,875.00
Amount paid during period . . . . .		6,875.00
Rate, 5% (yearly).		
General Balance Sheet.		
Assets.		
Cash and current assets:		
Cash . . . . .	\$24,078.66	
Accounts receivable—gas . . . . .	2,076.19	
Accounts receivable—electric . . . . .	2,747.35	
		\$28,902.20
Materials and supplies . . . . .		8,995.96
Investments . . . . .		250.00
Fixed capital—gas . . . . .		221,224.18
Fixed capital—electric . . . . .		565,821.17
Prepayments . . . . .		510.41
Total . . . . .		\$825,703.92
Liabilities.		
Current liabilities:		
Taxes accrued . . . . .	\$826.59	
Interest accrued on funded debt . . . . .	4,583.33	
Interest accrued on unfunded debt . . . . .	91.67	
Bills payable (promissory notes) . . . . .	47,500.00	
Accounts payable . . . . .	615.52	
		\$53,617.11
Funded debt . . . . .		275,000.00
Reserve for depreciation . . . . .		6,018.24
Capital stock—preferred . . . . .		230,000.00
Capital stock—common . . . . .		250,000.00
Surplus . . . . .		11,068.57
Total . . . . .		\$825,703.92
Investments.		
Nature of investment:		
10 shares stock, Laconia Hotel Co. . . . .		\$25.00
Par value one share . . . . .		250.00
Actual cost . . . . .		250.00
Carried on books at . . . . .		250.00
Interest accrued during period . . . . .		None

Fixed Capital.		
GAS.		
Land	}	
Structures		
Machinery and apparatus		\$118,379.61
Trunk lines and mains		58,778.78
Gas services		24,546.70
Gas meters		19,519.09
Total cost of fixed capital—gas		\$221,224.18
Less reserve for depreciation		2,049.12
Total (net) value of fixed capital—gas		\$219,175.06
ELECTRIC.		
Organization		\$5,013.08
Land	}	
Structures		139,275.47
Machinery and apparatus		2,344.17
Poles and fixtures	}	
Transmission conductors—overhead		76,777.76
Distribution system—overhead		
Line transformers		17,831.06
Electric meters		10,598.89
East Tilton plant		165,000.00
Construction, Stone & Webster		137,514.55
Interest during construction		11,466.19
Total cost of fixed capital—electric		\$565,821.17
Less reserve for depreciation		3,969.12
Total (net) value of fixed capital—electric		\$561,852.05
Income Account.		
Operating revenues:		
Gas—		
Commercial lighting	\$10,871.75	
Merchandise and jobbing revenue*	†530.90	
Total—gas		\$10,340.85
Electric—		
Commercial lighting	\$21,989.65	
Merchandise and jobbing revenue*	†330.16	
Total—electric		21,659.49
Total operating revenues		\$32,000.34
<i>Carried forward</i>		

\* Net.

† Loss.

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$32,000.34
Operating expenses:	
Gas—	
Production . . . . .	\$4,707.94
Transmission and distribution . . . . .	764.91
Other operating expenses . . . . .	2,324.67
Total—gas . . . . .	\$7,797.52
Electric—	
Production . . . . .	\$2,573.99
Transmission and distribution . . . . .	1,521.94
Other operating expenses . . . . .	3,902.83
Total—electric . . . . .	\$7,998.76
Insurance . . . . .	\$273.37
Total operating expenses . . . . .	\$16,069.65
Taxes . . . . .	877.51
Total revenue deductions . . . . .	16,947.16
Gross income . . . . .	\$15,053.18
Deductions from gross income:	
Interest on funded debt . . . . .	\$6,875.00
Interest on unfunded debt . . . . .	1,193.25
Total deductions from gross income . . . . .	8,068.25
Net income . . . . .	\$6,984.93
Surplus at beginning of period . . . . .	13,166.97
Total surplus . . . . .	\$20,151.90
Net adjustments during period, Dr. . . . .	4,583.33
Adjusted balance . . . . .	\$15,568.57
Dividends on preferred stock . . . . .	4,500.00
Surplus at close of year . . . . .	\$11,068.57

Meter and Service Data.	
GAS.	
Meters—	
Number in use January 1, 1912 (all sizes) . . . . .	1,034
Number added during period . . . . .	199
	<hr/>
	1,233
Number removed during year . . . . .	112
	<hr/>
Total at close of year . . . . .	1,121
	<hr/>
Number in use at close of year:	
2 lt. . . . .	6
3 " . . . . .	875
5 " . . . . .	192
10 " . . . . .	34
20 " . . . . .	10
30 " . . . . .	3
50 " . . . . .	1
	<hr/>
Total . . . . .	1,121

	LENGTH.	
	Cast iron. ft.	Wrought iron. ft.
Street mains in use June 30, 1912:		
2-inch . . . . .		18,700
3-inch . . . . .	14,598	8,890
4-inch . . . . .	16,439	3,000
6-inch . . . . .	14,890	175
8-inch . . . . .	1,900	150
10-inch . . . . .	100	.....

Number of service pipes in use . . . . .	927
Consumers:	
Number January 1, 1912 . . . . .	950
Adding during period . . . . .	196
Discontinued during period . . . . .	112
Number at close of year . . . . .	1,034

Gas Made and Sold During the Period.	
Number of feet on hand January 1, 1912 . . . . .	48,800
Number of feet made during the period:	
Water gas . . . . .	7,143,000
	<hr/>
Total gas made and on hand . . . . .	7,191,800
(Continued)	

**Gas Made and Sold During the Period.—Concluded.**

Total gas made and on hand. <i>Brought forward</i>	7,191,800
Number of feet of gas sold by meter during the period . . . . .	6,485,700
Number of feet of gas used at works and offices during the period . . . . .	213,200
Number of feet of gas on hand at close of year . . . . .	55,600
Total gas sold, used and on hand . . . . .	6,754,500
Number of feet unaccounted for during the year . . . . .	437,300

**Production and Sales During Period.****ELECTRIC.**

Kilowatt hours generated . . . . .	595,400
Kilowatt hours delivered at switchboard . . . . .	595,400
Kilowatt hours sold during period . . . . .	474,313
Kilowatt hours used by respondent . . . . .	12,859
Kilowatt hours unaccounted for . . . . .	108,228
Per cent. unaccounted for . . . . .	18.2

**Services Rendered.**

	NAME OF MUNICIPALITY.			
	Laconia.	Belmont.	Tilton.	Gilford.
Number of consumers . . . . .	513	2	1	3
Number of meters in service . . . . .	633	2	.....	.....
Connected load . . . . . k.w.	1,320	120	1.5	....
Current supplied:				
Private consumers . . . . . k.w.h.	240,954	32,224	.....	.....
Municipal street lighting . . . . . k.w.h.	87,704	.....	.....	.....
Other municipal service . . . . . k.w.h.	5,845	.....	.....	.....
Other public service corporations k.w.h.	105,147	.....	.....	.....
Used by respondent . . . . . k.w.h.	12,859	.....	2,439	....
Total current supplied . . . . . k.w.h.	452,509	32,224	2,439	....

# LACONIA LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

513 Main Street, Laconia, N. H.

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## Principal Officers.

President . . . . .	S. B. Smith . . . . .	Laconia, N. H.
Vice-President . . . . .	H. L. Pierce . . . . .	Leominster, Mass.
Clerk . . . . .	Edmund Little . . . . .	Laconia, N. H.
Treasurer . . . . .	Edmund Little . . . . .	Laconia, N. H.

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## Directors.

Samuel B. Smith . . . . .	Laconia, N. H.
Edmund Little . . . . .	Laconia, N. H.
H. L. Pierce . . . . .	Leominster, Mass.
W. H. Tyler . . . . .	Worcester, Mass.
Louis S. Pierce . . . . .	Laconia, N. H.

Term expires: September, 1913.

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## History.

Date of incorporation: March 9, 1905.

Incorporated under special law of the State of New Hampshire.

as Laconia Power Company. Name changed: February 20, 1907.

This is not an operating company,—an organization only is maintained.

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# LANCASTER AND JEFFERSON ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Lancaster, N. H.

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## Principal Officers.

President . . . . .	Frank B. Lewis . . . . .	Whitefield, N. H.
Clerk . . . . .	Edgar M. Bowker . . . . .	Whitefield, N. H.
Treasurer . . . . .	Edgar M. Bowker . . . . .	Whitefield, N. H.
General Manager . . . . .	Walter U. Colby . . . . .	Lancaster, N. H.

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## Directors.

Van H. Dodge . . . . .	Whitefield, N. H.
Frank B. Lewis . . . . .	Whitefield, N. H.
Edgar M. Bowker . . . . .	Whitefield, N. H.

Term expires annual meeting in May, 1913.

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## History.

Date of incorporation: September 14, 1898.

Amended: July 16, 1908.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Lancaster.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	400
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	40,000.00
Total par value outstanding . . . . .	40,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$40,000.00

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**Funded Debt.**
**First mortgage bonds:**

Date of issue, 1902.

Date of maturity, 1922.

Total par value authorized . . . . . \$40,000.00

Total par value outstanding . . . . . 40,000.00

**Interest—**

Amount accrued during year . . . . . 2,000.00

Amount paid during year . . . . . 2,000.00

Rate, 5%.

---

**General Balance Sheet.**
*Assets.***Cash and current assets:**

Cash . . . . . \$929.58

Accounts receivable—electric . . . . . 1,095.62

Accounts receivable—sundry . . . . . 28.00

\$2,053.20

Materials and supplies . . . . . 200.00

Fixed capital . . . . . 83,306.77

Deficit . . . . . 2,006.25

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**Total . . . . . \$87,566.22**


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*Liabilities.***Current liabilities:**

Taxes accrued . . . . . \$417.00

Interest accrued on funded debt . . . . . 500.00

Interest accrued on unfunded debt . . . . . 268.70

Bills payable (promissory notes) . . . . . 3,170.00

Accounts payable . . . . . 3,210.52

\$7,566.22

Funded debt . . . . . 40,000.00

Capital stock . . . . . 40,000.00

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**Total . . . . . \$87,566.22**


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**Income Account.**
**Operating revenues:**

Commercial lighting . . . . . \$4,956.72

Merchandise and jobbing revenue (net) . . . . . 99.51

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**Total operating revenues . . . . . \$5,056.23**


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**Operating expenses:**

Production . . . . . \$1,648.22

Insurance . . . . . 171.76

Miscellaneous . . . . . 170.61

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**Total operating expenses . . . . . \$1,990.59**


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*Carried forward*



<b>Income Account.—Concluded.</b>			
	<i>Brought forward</i>	\$1,990.59	\$5,056.23
Other deductions:			
Taxes		185.20	
Uncollectible bills . . . . .		100.00	
Total revenue deductions . . . . .			2,275.79
Gross operating income . . . . .			\$2,780.44
Non-operating expenses . . . . .			134.20
Gross income . . . . .			\$2,646.24
Deductions from gross income:			
Interest on funded debt . . . . .	\$2,000.00		
Interest on unfunded debt . . . . .	190.20		
Total deductions from gross income . . . . .			2,190.20
Net income . . . . .			\$456.04
Deficit at beginning of year . . . . .			146.52
Total surplus . . . . .			\$309.52
Net adjustments during year, Dr. . . . .			2,315.77
Deficit at close of year . . . . .			\$2,006.25
<b>Services Rendered.</b>			
Number of consumers . . . . .			208
Number of meters in service (estimated) . . . . .			100
Current supplied:			
Private consumers, (estimated) . . . . . k.w.h.			62,400
Used by respondent . . . . . k.w.h.			1,342
Total current supplied . . . . . k.w.h.			63,742

## LANCASTER.

(See also Jones &amp; Linscott Electric Company.)

# LEBANON ELECTRIC LIGHT AND POWER COMPANY.

YEAR ENDING DECEMBER 31, 1911.

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## Location of Office.

Scytheville, Lebanon Village, N. H.

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## Principal Officers.

President . . . . .	Geo. S. Rogers . . . . .	Lebanon, N. H.
Vice-President . . . . .	Charles M. Hildreth . . . . .	Lebanon, N. H.
Clerk . . . . .	Frank C. Churchill . . . . .	Lebanon, N. H.
Treasurer . . . . .	Henry M. Day . . . . .	Lebanon, N. H.
Auditor . . . . .	Frank C. Churchill . . . . .	Lebanon, N. H.
Superintendent . . . . .	Herbert M. Tucker . . . . .	Lebanon, N. H.

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## Directors.

Geo. S. Rogers . . . . .	Lebanon, N. H.
Frank C. Churchill . . . . .	Lebanon, N. H.
Martin V. Purmont . . . . .	Lebanon, N. H.
Charles D. Smith . . . . .	Lebanon, N. H.
Isaac N. Perley . . . . .	Lebanon, N. H.
Samuel Bean . . . . .	Lebanon, N. H.
Charles M. Hildreth . . . . .	Lebanon, N. H.

Term expires: First Saturday in January, 1913.

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## History.

Date of incorporation: June 4, 1890.

Amended: February 10, 1892.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Lebanon.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	360
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	18,000.00
Total par value outstanding . . . . .	18,000.00
Dividends:	
Amount declared during year . . . . .	1,080.00
Rate, 6%.	
Number of stockholders . . . . .	22
Number of stockholders in New Hampshire . . . . .	18
Par value of capital stock held in New Hampshire . . . . .	\$15,700.00

General Balance Sheet.	
Assets.	
Cash and current assets:	
Cash . . . . .	\$1,740.23
Accounts receivable . . . . .	8,403.68
	\$10,143.91
Materials and supplies . . . . .	2,616.10
Fixed capital . . . . .	31,016.24
Total . . . . .	\$43,776.25
Liabilities.	
Current liabilities:	
Accounts payable . . . . .	\$1,267.80
Reserve for depreciation . . . . .	2,523.93
Capital stock . . . . .	18,000.00
Surplus . . . . .	21,984.52
Total . . . . .	\$43,776.25

Fixed Capital.	
Land . . . . .	\$3,249.90
Structures . . . . .	5,643.44
Machinery and apparatus . . . . .	7,447.88
Poles and fixtures . . . . .	1,063.97
Distribution system—overhead . . . . .	4,787.87
Electric services . . . . .	531.98
Line transformers . . . . .	2,127.94
Electric meters . . . . .	4,448.67
Arc lamps and glower lamps . . . . .	287.37
Municipal street lighting system . . . . .	916.51
Other tangible electric capital . . . . .	510.71
Total cost of fixed capital . . . . .	\$31,016.24
Less reserve for depreciation . . . . .	2,523.93
Total (net) value of fixed capital . . . . .	\$28,492.31

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$13,188.91
Commercial power . . . . .	2,975.40
Municipal lighting . . . . .	2,819.47
Total operating revenues . . . . .	\$18,983.78
Operating expenses:	
Production, transmission and distribution . . . . .	\$8,693.01
Insurance . . . . .	498.83
General depreciation . . . . .	2,523.93
Total operating expenses . . . . .	\$11,715.77
Taxes . . . . .	380.10
Total revenue deductions . . . . .	12,095.87
Gross income . . . . .	\$6,887.91
Deductions from gross income:	
Interest on unfunded debt . . . . .	155.52
Net income . . . . .	\$6,732.39
Surplus at beginning of year . . . . .	16,332.13
Total surplus . . . . .	\$23,064.52
Dividends . . . . .	1,080.00
Surplus at close of year . . . . .	\$21,984.52
Production and Sales.	
Kilowatt hours generated . . . . .	356,400
Kilowatt hours delivered at switchboard . . . . .	356,400
Kilowatt hours sold during year . . . . .	256,152
Kilowatt hours unaccounted for . . . . .	100,248
Per cent. unaccounted for . . . . .	28.1
Services Rendered.	
Number of consumers . . . . .	454
Number of meters in service . . . . .	515
Connected load . . . . . k.w.	400
(Continued)	

Services Rendered.— <i>Concluded.</i>	
Current supplied:	
Private consumers . . . . . k.w.h.	219,121
Municipal street lighting . . . . . k.w.h.	33,557
Other municipal service . . . . . k.w.h.	3,474
Total current supplied . . . . . k.w.h.	256,152

## LINCOLN.

(See J. E. Henry &amp; Sons Company.)

# THE LISBON LIGHT AND POWER COMPANY.

YEAR ENDING DECEMBER 31, 1911.

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## Location of Office.

Room No. 9, "Boynton Block" Main Street, Lisbon, N. H.

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## Principal Officers.

President . . . . .	Ned G. English . . . . .	Lisbon, N. H.
Vice-President . . . . .	George Brummer . . . . .	Lisbon, N. H.
Clerk . . . . .	Wm. Wallace Oliver . . . . .	Lisbon, N. H.
Treasurer . . . . .	Wm. Wallace Oliver . . . . .	Lisbon, N. H.
General Manager . . . . .	Wm. Wallace Oliver . . . . .	Lisbon, N. H.

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## Directors.

Ned G. English . . . . .	Lisbon, N. H.
Seth F. Hoskins . . . . .	Lisbon, N. H.
George Brummer . . . . .	Lisbon, N. H.
Eri Oakes . . . . .	Lisbon, N. H.
H. B. Moulton . . . . .	Lisbon, N. H.
Wm. Wallace Oliver . . . . .	Lisbon, N. H.
Eugene E. Clarke . . . . .	Lisbon, N. H.

Term expires: January 13, 1913.

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## History.

Date of incorporation: December 13, 1899.

Amended: April 24, 1902.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Bath, Landaff and Lisbon.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	450
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	45,000.00
Total par value outstanding . . . . .	45,000.00
Dividends:	
Amount declared during year . . . . .	2,700.00
Rate, 6%.	
Number of stockholders . . . . .	16
Number of stockholders in New Hampshire . . . . .	15
Par value of capital stock held in New Hampshire . . . . .	\$44,500.00

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$257.31
Accounts receivable . . . . .	3,240.82
	\$3,498.13
Materials and supplies . . . . .	866.19
Fixed capital—electric . . . . .	63,737.67
Fixed capital—other departments . . . . .	1,800.00
Total . . . . .	\$69,901.99
<i>Liabilities.</i>	
Current liabilities:	
Interest accrued on unfunded debt . . . . .	\$187.50
Bills payable (promissory notes) . . . . .	13,000.00
Accounts payable . . . . .	635.73
	\$13,823.23
Capital stock . . . . .	45,000.00
Surplus . . . . .	11,078.76
Total . . . . .	\$69,901.99

Fixed Capital.	
Intangible electric capital (water-power) . . . . .	\$11,735.81
Land . . . . .	4,000.00
Structures . . . . .	24,397.48
Machinery and apparatus . . . . .	10,960.00
Poles and fixtures . . . . .	1,748.38
Transmission conductors—overhead . . . . .	3,170.84
Distribution system—overhead . . . . .	4,200.00
Electric services . . . . .	500.00
Line transformers . . . . .	469.25
Electric meters . . . . .	555.91
Arc lamps and glower lamps . . . . .	350.00
Municipal street lighting system . . . . .	1,650.00
Total cost of fixed capital . . . . .	\$63,737.67

**Income Account.**

Operating revenues:		
Commercial lighting . . . . .		\$4,796.65
Commercial power . . . . .		1,476.66
Municipal lighting . . . . .		2,439.72
Total operating revenues . . . . .		\$8,713.03
Operating expenses:		
Sundry . . . . .	\$2,569.31	
Insurance . . . . .	271.86	
General depreciation . . . . .	500.00	
Total operating expenses . . . . .	\$3,341.17	
Taxes . . . . .	655.53	
Total revenue deductions . . . . .		3,996.70
Gross operating income. . . . .		\$4,716.33
Non-operating revenues:		
Rent from real estate . . . . .		91.67
Gross income . . . . .		\$4,808.00
Deductions from gross income:		
Interest on unfunded debt . . . . .		1,081.17
Net income . . . . .		\$3,726.83
Surplus at beginning of year . . . . .		9,129.19
Total surplus . . . . .		\$12,856.02
Net adjustments during year, Cr. . . . .		922.74
Adjusted balance . . . . .		\$13,778.76
Dividends . . . . .		2,700.00
Surplus at close of year . . . . .		\$11,078.76

**Production and Sales.**

(No record.)



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**Services Rendered.**


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	NAME OF MUNICIPALITY.	
	Lisbon.	Bath.
Number of consumers .....	132	3
Number of meters in service .....	40	.....

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# LOUDON ELECTRIC PLANT.

LOUDON, N. H.

YEAR ENDING JUNE 30, 1912.

## Principal Officers.

General Manager . . . E. D. Clough . . . Concord, N. H.

## Partners.

John Swenson . . . . . Concord, N. H.  
 Geo. L. Theobald . . . . . Concord, N. H.  
 N. E. Martin . . . . . Concord, N. H.  
 E. D. Clough . . . . . Concord, N. H.

## Locality Served.

Loudon.

## General Balance Sheet.

### Assets.

Cash and current assets:		
Cash . . . . .	\$58.92	
Accounts receivable . . . . .	28.37	\$87.29
Fixed capital—electric . . . . .		3,500.00
Fixed capital—other departments . . . . .		500.00
Deficit . . . . .		4.42
Total . . . . .		\$4,091.71

### Liabilities.

Current liabilities:		
Taxes accrued . . . . .	\$60.00	
Accounts payable . . . . .	31.71	\$91.71
Capital invested . . . . .		4,000.00
Total . . . . .		\$4,091.71

Fixed Capital.		
Land	} . . . . .	\$3,500.00
Structures		
Machinery and apparatus		
Total cost of fixed capital . . . . .		\$3,500.00
Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$119.16
Operating expenses:		
Taxes . . . . .	\$60.00	
Miscellaneous . . . . .	63.58	
Total revenue deductions . . . . .		123.58
Net loss . . . . .		\$4.42
(Deficit at close of year.)		

# LYMAN FALLS POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Mechanic Street, Groveton, N. H.

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## Principal Officers.

President . . . . .	John D. Clifford . . . . .	Lewiston, Me.
Vice-President . . . . .	George B. Bearce . . . . .	Lewiston, Me.
Clerk . . . . .	Harry Manser . . . . .	Auburn, Me.
Treasurer . . . . .	Harry Stetson . . . . .	Lewiston, Me.
General Manager . . . . .	Harry Stetson . . . . .	Lewiston, Me.
Superintendent . . . . .	E. H. Macloon . . . . .	Groveton, N.H.

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## Directors.

John D. Clifford . . . . .	Lewiston, Me.
George B. Bearce . . . . .	Lewiston, Me.
W. A. Knight . . . . .	Auburn, Me.
Harry Stetson . . . . .	Lewiston, Me.
C. C. Wilson . . . . .	Auburn, Me.
W. N. Munroe . . . . .	Auburn, Me.
H. W. True . . . . .	Boston, Mass.

Term expires: November 12, 1912.

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## History.

Date of organization: July 21, 1903.  
Organized under the laws of the State of Maine.

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## Localities Served.

Northumberland and Stratford.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	63,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	20
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$11,500.00
Funded Debt.	
First mortgage bonds:	
Date of issue, March 1, 1904.	
Date of maturity, March 1, 1914.	
Total par value authorized . . . . .	\$75,000.00
Total par value outstanding . . . . .	73,000.00
Total par value held in treasury . . . . .	68,500.00
Interest—	
*Amount accrued during year . . . . .	225.00
Amount paid during year . . . . .	225.00
Rate, 5%.	
Second mortgage bonds:	
Date of issue, November 1, 1905.	
Date of maturity, November 1, 1912.	
Total par value authorized . . . . .	22,500.00
Total par value outstanding . . . . .	12,000.00
Interest—	
†Amount accrued during year . . . . .	1,143.75
Amount paid during year . . . . .	1,143.75
Rate, 6%.	
Recapitulation of Funded Debt.	
Total par value authorized . . . . .	\$97,500.00
Total par value outstanding . . . . .	85,000.00
Total par value held in treasury . . . . .	68,500.00
Interest—	
Total amount accrued and paid during year . . . . .	1,368.95

\*On \$4,500.00.

† The full amount, \$22,500.00, was outstanding July 1, 1911. Retired during the year, \$10,500.00.

General Balance Sheet.

*Assets.*

Cash and current assets:

Cash . . . . .	\$2,313.75
Fixed capital . . . . .	192,913.63
Prepayments . . . . .	712.70
Treasury bonds . . . . .	68,500.00
Total . . . . .	<u>\$264,440.08</u>

*Liabilities.*

Current liabilities:

Bills payable (promissory notes) . . . . .	\$73,600.00
Funded debt . . . . .	85,000.00
Capital stock . . . . .	63,000.00
Surplus . . . . .	42,840.08
Total . . . . .	<u>\$264,440.08</u>

Fixed Capital.

Land . . . . .	\$9,000.00
Structures . . . . .	101,827.38
Machinery and apparatus . . . . .	59,950.76
Poles and fixtures	
Transmission conductors—overhead } . . . . .	16,781.78
Distribution system—overhead }	
Miscellaneous expenditures during construction . . . . .	5,353.71
Total cost of fixed capital . . . . .	<u>\$192,913.63</u>

Income Account.

Operating revenues:

Commercial power . . . . .	\$25,226.53
Other operating revenues . . . . .	70.00
Total operating revenues . . . . .	<u>\$25,296.53</u>

Operating expenses:

Production . . . . .	\$2,113.76
Transmission and distribution . . . . .	2,178.68
Insurance . . . . .	542.12
Miscellaneous . . . . .	1,200.00
Total operating expenses . . . . .	<u>\$6,034.56</u>
Taxes . . . . .	1,379.58
Total revenue deductions . . . . .	<u>7,414.14</u>
Gross operating income . . . . .	<u>\$17,882.39</u>
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Gross operating income. <i>Brought forward</i>	\$17,882.39
Non-operating expenses . . . . .	500.00
Gross income . . . . .	\$17,382.39
Deductions from gross income:	
Interest on funded debt . . . . .	\$1,368.75
Interest on unfunded debt . . . . .	4,672.32
Total deductions from gross income . . . . .	6,041.07
Net income . . . . .	\$11,341.32
Surplus at beginning of year . . . . .	31,498.76
Surplus at close of year . . . . .	\$42,840.08
Production and Sales.	
Kilowatt hours generated . . . . .	3,578,230
Kilowatt hours sold during year . . . . .	3,363,537
Kilowatt hours unaccounted for . . . . .	214,693
Per cent. unaccounted for . . . . .	6.4
Maximum load, November 24, 1911 . . . . k.w.	20,500
Minimum load, February 23, 1912 . . . . k.w.	2,900

### Services Rendered.

	NAME OF MUNICIPALITY.	
	Northumberland.	Stratford
Current supplied:		
Private consumers . . . . . k.w.h.	3,247,146	.....
Other public service corporations, k.w.h.	85,350	31,041
Total current supplied . . . . .	3,332,496	31,041

# McINDOE FALLS ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

McIndoe Falls, Vt.

## Principal Officers.

President . . . . .	George F. Winch . . . . .	McIndoe Falls, Vt.
Clerk . . . . .	J. M. Gibson . . . . .	McIndoe Falls, Vt.
Treasurer . . . . .	J. M. Gibson . . . . .	McIndoe Falls, Vt.
General Manager . . . . .	George F. Winch, . . . . .	McIndoe Falls, Vt.

## Directors.

George F. Winch . . . . .	McIndoe Falls, Vt.
W. H. Gilchrist, Admr . . . . .	McIndoe Falls, Vt.
J. M. Gibson . . . . .	McIndoe Falls, Vt.

Term expires: December 31, 1912.

## History.

Date of organization: April 11, 1901.  
Organized under the general law of the State of Vermont.

## Localities Served.

Monroe, New Hampshire, and McIndoe Falls, Vermont.

## Capital Stock.

### Assets.

Number of shares authorized:

Common stock . . . . .	3
Par value of one share . . . . .	\$666.66
Total par value authorized . . . . .	2,000.00
Total par value outstanding . . . . .	2,000.00
Dividends:	
Amount declared during year . . . . .	300.00
Rate, 15%.	
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	None



General Balance Sheet.	
<i>Assets:</i>	
Cash and current assets:	
Accounts receivable . . . . .	\$246.05
Fixed capital . . . . .	1,550.00
Deficit . . . . .	358.10
Total . . . . .	\$2,154.15
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$154.15
Capital stock . . . . .	2,000.00
Total . . . . .	\$2,154.15
<b>Fixed Capital.</b>	
Organization . . . . .	\$10.00
Poles and fixtures . . . . .	950.00
Line transformers . . . . .	590.00
Total cost of fixed capital . . . . .	\$1,550.00
<b>Income Account.</b>	
Operating revenues:	
Commercial lighting . . . . .	\$739.73
Commercial power . . . . .	1.50
Total operating revenues . . . . .	\$741.23
Operating expenses:	
Transmission and distribution . . . . .	\$444.34
General depreciation . . . . .	50.00
Miscellaneous . . . . .	82.99
Total operating expenses . . . . .	\$577.33
Taxes . . . . .	10.00
Total revenue deductions . . . . .	587.33
Net income . . . . .	\$153.90
Deficit at beginning of year . . . . .	212.00
Total deficit . . . . .	\$58.10
Dividends . . . . .	300.00
Deficit at close of year . . . . .	\$358.10

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**Production and Sales.**

(No record.)

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**Services Rendered.**

(No record.)

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# MANCHESTER TRACTION, LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Treasurer's Office.

53 State Street, Boston, Mass.

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## Location of Local Office.

46 Hanover Street, Manchester, N. H.

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## Principal Officers.

President . . . . .	E. C. Foster . . .	Manchester, N. H.
Vice-President . . . .	J. Brodie Smith . .	Manchester, N. H.
Clerk . . . . .	Edwin F. Jones . .	Manchester, N. H.
Treasurer . . . . .	S. Reed Anthony . .	Boston, Mass.
General Manager . . .	J. Brodie Smith . .	Manchester, N. H.

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## Directors.

E. C. Foster . . . . .	Manchester, N. H.
S. Reed Anthony . . . .	Boston, Mass.
J. Brodie Smith . . . .	Manchester, N. H.
P. L. Saltonstall . . . .	Boston, Mass.
Charles M. Floyd . . . .	Manchester, N. H.
Walter M. Parker . . . .	Manchester, N. H.
Roger G. Sullivan . . . .	Manchester, N. H.
Wm. Parker Straw . . . .	Manchester, N. H.
Geo. H. Hood . . . . .	Boston, Mass.
Stillman F. Kelley . . . .	Boston, Mass.
Robt. H. Hallowell . . . .	Boston, Mass.
Billings P. Learned . . . .	New London, Conn.
Frank S. Streeter . . . .	Concord, N. H.
Albert O. Brown . . . . .	Manchester, N. H.
Chauncey Eldridge . . . .	Boston, Mass.

Term expires: September 12, 1912.

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### History.

Date when this company commenced operation: March, 1881, under the name of Manchester Electric Light Company.

Constituent companies and dates of consolidation: On March 16, 1901, purchased all the assets of the Union Electric Company, Merrimack Electric Light, Heat & Power Company, Garvin's Falls Power Company, and the Consolidated Electric Company, consolidating the same.

If a reorganized company, give name of original company and date of reorganization: Organized July 29, 1885, as the American Typographic Company; March 5, 1895, name changed to American Manufacturing Company; February 13, 1901, name changed to Manchester Traction, Light & Power Company.

### Localities Served.

Manchester, Goffstown, Grasmere, Pembroke (Suncook), Allentown (Suncook), Hooksett, Londonderry, Litchfield, Merrimack.

Lines also extend into the towns of Auburn and Bow.

### Capital Stock.

Number of shares authorized:

Common stock . . . . .	50,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	5,000,000.00
Total par value outstanding . . . . .	2,800,000.00

Dividends:

Amount declared during year . . . . .	364,000.00
Rate, 8%, and 5% extra.	
Number of stockholders . . . . .	830
Number of stockholders in New Hampshire . . . . .	383
Par value of capital stock held in New Hampshire . . . . .	771,900.00

### Funded Debt.

Manchester Traction, Light & Power Co., first mortgage, consolidated bonds:

Date of issue, April 1, 1901.	
Date of maturity, April 1, 1921.	
Total par value authorized . . . . .	\$2,000,000.00
Total par value outstanding . . . . .	1,750,000.00
Interest—	
Amount accrued and paid during the year . . . . .	\$7,500.00
Rate, 5%.	

Manchester Electric Light Co., consolidated first mortgage bonds:

Date of issue, October 1, 1897.	
Date of maturity, October 1, 1917.	
Total par value authorized . . . . .	\$250,000.00
Total par value outstanding . . . . .	250,000.00

(Continued)

<b>Funded Debt.—<i>Concluded.</i></b>	
Interest—	
Amount accrued and paid during the year . . .	12,500.00
Rate, 5%.	
Total par value authorized . . . . .	2,250,000.00
Total par value outstanding . . . . .	2,000,000.00
Total interest accrued and paid during the year . .	100,000.00

<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$20,513.09
Bills receivable . . . . .	110,161.75
Accounts receivable—electric . . . . .	58,113.46
Accounts receivable—sundry . . . . .	4,882.21
	<hr/>
	\$193,670.51
Materials and supplies . . . . .	46,586.10
Investments . . . . .	2,116,750.00
Sinking funds . . . . .	55,356.71
Fixed capital . . . . .	2,824,974.50
Prepayments . . . . .	8,197.94
Suspense . . . . .	37,186.55
Re-acquired securities . . . . .	8,025.90
(Manchester Electric Light 5's.)	
Total . . . . .	<hr/> <hr/>
	\$5,290,748.21
<i>Liabilities.</i>	
Current liabilities:	
Interest accrued on funded debt . . . . .	\$24,999.99
Bills payable (promissory notes) . . . . .	235,000.00
Consumers' deposits . . . . .	1,165.00
Accounts payable . . . . .	14,345.72
	<hr/>
	\$275,510.71
Funded debt . . . . .	2,000,000.00
Capital stock . . . . .	2,800,000.00
Surplus . . . . .	215,237.50
Total . . . . .	<hr/> <hr/>
	\$5,290,748.21

<b>Sinking Funds.</b>	
Manchester Electric Light Co., 5's. . . . .	\$54,000.00
Coupons and interest . . . . .	1,356.71
Total . . . . .	<hr/>
	\$55,356.71

<b>Suspense.</b>	
Flowage rights, Garvin's Falls . . . . .	\$37,186.55

Investments.

NATURE OF INVESTMENT.	Carried on books at	Income ac- rued dur- ing year.
12,195 shares Manchester St. Ry. . . . .	\$1,699,250	\$73,170.00
2,400 shares Manchester & Nashua St. Ry. . . . .	240,000	.....
1,750 shares Manchester & Derry St. Ry. . . . .	175,000	.....
1,000 shares Benj. Franklin Electric Co. . . . .	2,500	.....
10 shares Garvins Falls Power Co. . . . .		
10,000 shares Manchester Electric Co. . . . .		
2,250 shares Manchester Electric Light Co. . . . .		
2,500 shares Consolidated Electric Co. . . . .		
2,000 shares Union Electric Co. . . . .	2,500	.....
2,500 shares Merrimack Electric Light & Power . . . . .		
Total . . . . .	\$2,116,750	\$73,170.00

Fixed Capital.

Land and structures . . . . .	\$46,805.52
Poles and fixtures . . . . .	111,350.80
Transmission conductors—overhead . . . . .	
Transmission conductors—underground . . . . .	
Distribution system—overhead . . . . .	
Distribution system—underground . . . . .	26,229.50
Line transformers . . . . .	
Electric meters . . . . .	20,510.67
Plant . . . . .	2,619,017.01
Horses and wagons . . . . .	1,061.00
Total cost of fixed capital . . . . .	\$2,824,974.50

Income Account.

Operating revenues:		
Commercial lighting . . . . .		\$217,192.13
Commercial power . . . . .		207,523.20
Municipal lighting . . . . .		69,450.69
Other operating revenues (net) . . . . .		9,708.75
Total operating revenues . . . . .		\$503,874.77
Operating expenses:		
Production . . . . .	\$48,602.56	
Transmission and distribution . . . . .	49,576.52	
Insurance . . . . .	9,000.00	
Miscellaneous . . . . .	36,709.60	
Total operating expenses . . . . .	\$143,888.68	\$503,874.77
<i>Carried forward</i>		

Income Account.—Concluded.		
	<i>Brought forward</i>	\$143,888.68
		\$503,874.77
Other deductions:		
Taxes	24,000.00	
Uncollectible bills	932.44	
Total revenue deductions		168,821.12
Gross operating income		\$335,053.65
Non-operating revenues:		
Income from investments	\$73,170.00	
Other non-operating revenues	3,629.22	
Total non-operating revenues	\$76,799.22	
Non-operating expenses	2,564.06	
Net non-operating revenues		74,235.16
Gross income		\$409,288.81
Deductions from gross income:		
Interest on funded debt	\$100,000.00	
Interest on unfunded debt	301.83	
Total deductions from gross income		100,301.83
Net income		\$308,986.98
Surplus at beginning of year		270,250.52
Total surplus		\$579,237.50
Dividends		364,000.00
Surplus at close of year		\$215,237.50
Production and Sales.		
Kilowatt hours generated		22,458,657
Kilowatt hours purchased		144,900
Kilowatt hours delivered at switchboard		22,458,657
Kilowatt hours sold during year		17,266,306
Kilowatt hours used by reponent		584,720
Kilowatt hours unaccounted for		4,607,631
Per cent. unaccounted for		20.5
Maximum load, one hour, November 17, 1911	k.w.	5,500
Minimum load, one hour, May 19, 1912	k.w.	190

## Services Rendered.

	NAME OF MUNICIPALITY.			
	Manchester.	Goffstown.	Hooksett.	Suncook.
Number of consumers.....	3,105	145	82	207
Number of meters in service.....	3,135	145	82	207
Connected load.....k.w.	*8,342	.....	.....	.....
Current supplied:				
Private consumers.....k.w.h.	9,121,540	.....	.....	.....
Municipal street lighting.....k.w.h.	†1,377,098	.....	.....	.....
Other municipal service.....k.w.h.	375,418	.....	.....	.....
Other public service corporations.....k.w.h.	5,807,530	.....	.....	.....
Used by respondent.....k.w.h.	584,720	.....	.....	.....
Total current supplied.....k.w.h.	17,266,306			

\* Total demand, including Goffstown, Hooksett and Suncook.

† Includes 25,273 k.w.h. supplied in Goffstown, 24,239 k.w.h. supplied in Hooksett, 72,037 k.w.h. supplied in Pembroke and Allenstown.



DESCRIPTION OF RAILROADS AND BRANCHES OPERATED BY MANCHESTER TRACTION,  
LIGHT & POWER CO.

NAME OF RAILROAD OR BRANCH.	Main or branch line.*	Termini of main or branch line.	Single track.	Second track.	Side track, etc.	ALL TRACKS.	
						Total.	In New Hampshire.
Manchester Street Railway.....	B.	Manchester to Goffstown.....	} 28,659	9,420	3,289	41,368	41,368
Manchester Street Railway.....	B.	Manchester to Goffs Falls.....					
Manchester Street Railway.....	M.	City Lines in Manchester and West Manchester.....					
Manchester & Derry St. Railway..	M.	Goffs Falls to Derry.....	8,030	.....	.388	8,418	8,418
Manchester & Nashua St. Railway	M.	Goffs Falls to Hudson.....	12,378	.654	1,303	14,335	14,335
Totals.....	.....	.....	49,067	10,074	4,980	64,121	64,121

\* B, branches. M, main line.

# MARLBORO ELECTRIC LIGHT, HEAT AND POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Marlboro, N. H.

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## Principal Officers.

President . . . . .	Clinton Collins . . . . .	Marlboro, N. H.
Clerk . . . . .	Willis S. Garfield. . . . .	Marlboro, N. H.
Treasurer . . . . .	Willis S. Garfield. . . . .	Marlboro, N. H.
Superintendent . . . . .	Harold W. Hildreth . . . . .	Marlboro, N. H.

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## Directors.

Henry L. Page . . . . .	Marlboro, N. H.
Harold W. Hildreth . . . . .	Marlboro, N. H.
Clinton Collins . . . . .	Marlboro, N. H.
Henry E. Brewster . . . . .	Marlboro, N. H.
Charles B. Collins . . . . .	Marlboro, N. H.

Term expires: May 13, 1913.

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## History.

Date of incorporation: June 5, 1899.  
 Amended: June 27, 1899; August 4, 1900; March 15, 1910; May 16, 1911.  
 Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Marlboro.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	294
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	14,700.00
Total par value outstanding . . . . .	14,700.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	20
Number of stockholders in New Hampshire . . . . .	20
Par value of capital stock held in New Hampshire . . . . .	\$14,700.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$30.30	
Accounts receivable—electric . . . . .	274.00	
Accounts receivable—sundry . . . . .	5,700.00	
		\$6,004.30
Materials and supplies . . . . .		1,160.00
Fixed capital . . . . .		16,141.00
Deficit . . . . .		8,332.70
Total . . . . .		\$31,638.00
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$212.00	
Bills payable (promissory notes) . . . . .	14,965.00	
Accounts payable . . . . .	1,761.00	
		\$16,938.00
Capital stock . . . . .		14,700.00
Total . . . . .		\$31,638.00
<b>Fixed Capital.</b>		
Land . . . . .		\$602.00
Structures . . . . .		6,655.00
Machinery and apparatus . . . . .		3,195.00
Poles and fixtures . . . . .		1,684.00
Transmission conductors—overhead . . . . .		372.00
Distribution system—overhead . . . . .		268.00
Electric services . . . . .		195.00
Line transformers . . . . .		618.00
Electric meters . . . . .		1,213.00
Municipal street lighting system . . . . .		931.00
Miscellaneous expenditures during construction . . . . .		408.00
Total cost of fixed capital . . . . .		\$16,141.00
<b>Income Account.</b>		
Operating revenues:		
Commercial lighting . . . . .		\$2,218.74
Municipal lighting . . . . .		822.66
Total operating revenues . . . . .		\$3,041.40
Operating expenses:		
Production . . . . .	\$1,272.00	
Insurance . . . . .	272.00	
Total operating expenses . . . . .	\$1,544.00	\$3,041.40
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>			
	<i>Brought forward</i>	\$1,544.00	\$3,041.40
Other deductions:			
Taxes . . . . .	210.00		
Total revenue deductions . . . . .			1,754.00
Gross income . . . . .			\$1,287.40
Deductions from gross income:			
Interest on unfunded debt . . . . .	\$764.63		
Other deductions . . . . .	8,894.00		
Total deductions from gross income . . . . .			9,658.63
Net loss . . . . .			\$8,371.23
Surplus at beginning of year . . . . .			38.53
Deficit at close of year . . . . .			\$8,332.70

**Production and Sales.**

(No record.)

<b>Services Rendered.</b>			
Number of consumers . . . . .			94
Number of meters in service . . . . .			89
Connected load . . . . . k.w.			1,800
Current supplied:			
Private consumers . . . . . k.w.h.			15,391
Municipal street lighting . . . . . k.w.h.			7,489
Total current supplied . . . . . k.w.h.			22,880

MARLOW.

(See Rockwell F. Craig.)

# MASCOMA ELECTRIC LIGHT & GAS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

West Lebanon, N. H.

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## Principal Officers.

President . . . . .	Chas. P. Chase . . .	Hanover, N. H.
Vice-President . . . . .	Thos. W. Streeter . .	Concord, N. H.
Clerk . . . . .	Frank Collins . . .	White River Jct., Vt.
Treasurer . . . . .	S. Reed Anthony . .	Boston, Mass.
General Manager . . . . .	Frank Collins . . .	White River Jct., Vt.

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## Directors.

Chas. P. Chase . . . . .	Hanover, N. H.
Thos. W. Streeter . . . . .	Concord, N. H.
Philip L. Saltonstall . . . . .	Boston, Mass.
Frank Collins . . . . .	White River Jct., Vt.
Wm. Russell . . . . .	White River Jct., Vt.

Term expires: January 14, 1913.

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## History.

Date of incorporation: April 11, 1891.

Incorporated under special law of the State of New Hampshire as Mascoma Light, Heat, and Power Company. Name changed: February 28, 1893.

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## Localities Served.

Hanover, Lebanon and Plainfield, New Hampshire: White River Junction, Wilder and Hartford, Vermont.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	500
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	49,600.00

(Continued)

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**Capital Stock.—Concluded.**

Dividends:	
Amount declared during year . . . . .	\$11,656.00
Rate, $23\frac{1}{2}\%$ .	
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$300.00

**General Balance Sheet.**

*Assets.*

Cash and current assets:		
Cash . . . . .	\$11,392.75	
Accounts receivable—electric . . . . .	6,874.97	
Accounts receivable—sundry . . . . .	500.00	
		\$18,767.72
Fixed capital . . . . .		112,355.81
Prepayments . . . . .		1,177.30
Total . . . . .		\$132,300.83

*Liabilities.*

Current liabilities:		
Taxes accrued . . . . .	\$60.01	
Bills payable (promissory notes) . . . . .	50,000.00	
		\$50,060.01
Capital stock . . . . .		49,600.00
Surplus . . . . .		32,640.82
Total . . . . .		\$132,300.83

**Fixed Capital.**

Organization . . . . .		\$1,000.00
Land . . . . .		
Structures . . . . .		73,822.33
Machinery and apparatus . . . . .		
Poles and fixtures . . . . .		22,788.81
Electric services . . . . .		
Line transformers . . . . .		14,744.67
Electric meters . . . . .		
Total cost of fixed capital . . . . .		\$112,355.81

Income Account.		
Operating revenues:		
Commercial lighting	}	
Commercial power		
Municipal lighting		\$33,203.12
Other operating revenues (net)		351.90
Total operating revenues		\$33,555.02
Operating expenses:		
Production, transmission, distribu-		
tion and other expenses	\$16,700.56	
Insurance	333.79	
Total operating expenses	\$17,034.35	
Taxes	1,465.11	
Total revenue deductions		18,499.46
Gross operating income.		\$15,055.56
Non-operating revenues:		
Interest on bank deposits	\$57.07	
** Income from investments	200.00	
Total non-operating revenues		257.07
Gross income		\$15,312.63
Deductions from gross income:		
*Interest on funded debt	\$1,365.00	
Interest on unfunded debt	716.68	
Total deductions from gross income		2,081.68
Net income		\$13,230.95
Surplus at beginning of year		25,915.20
Total surplus		\$39,146.15
Net adjustments during year, Cr.		5,150.67
Adjusted balance		\$44,296.82
Dividends		11,656.00
Surplus at close of year		\$32,640.82

\* On bonds cancelled in March, 1912.

\*\* Bonds sold March 20, 1912.

Production and Sales.

Kilowatt hours generated . . . . .	677,070
Maximum load, December, 1912 . . . . k.w.	275
Minimum load, July, 1912 . . . . . k.w.	40

Services Rendered.

NAME OF MUNICIPALITY.	Number of consumers.	Number of meters in service.
Hanover, N. H. . . . .	300	292
Lebanon, N. H. . . . .	126	122
Plainfield, N. H. . . . .	*1	1
White River Junction, Vt. . . . .	163	148
Wilder, Vt. . . . .	33	31
Hartford, Vt. . . . .	34	29

\* Meriden Electric Light & Power Co.



# MEREDITH ELECTRIC LIGHT COMPANY.

MEREDITH, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Treasurer's Office.

16 Peck Street, Providence, R. I.

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## Principal Officers.

President . . . . .	Walter A. Griffith . . . . .	Providence, R. I.
Clerk . . . . .	James A. Rogers . . . . .	Providence, R. I.
Treasurer . . . . .	James A. Rogers . . . . .	Providence, R. I.
General Manager . . . . .	Herbert B. Rust . . . . .	Providence, R. I.
Superintendent . . . . .	M. A. Pynn . . . . .	Meredith, N. H.

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## Directors.

Walter A. Griffith . . . . .	Providence, R. I.
R. L. Griffith . . . . .	Providence, R. I.
William J. Fogarty . . . . .	Providence, R. I.
Herbert B. Rust . . . . .	Providence, R. I.
James A. Rogers . . . . .	Providence, R. I.

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## History.

Date of incorporation: February 23, 1894.

Amended: December 11, 1899; November 4, 1902; December 13, 1904; May 19, 1905.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Meredith.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	160
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	16,000.00
Total par value outstanding . . . . .	16,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None

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Funded Debt.	
First mortgage 5% sinking fund gold bonds:	
Date of issue, 1902.	
Date of maturity, 1922.	
Total par value authorized . . . . .	\$6,000.00
Total par value outstanding . . . . .	5,000.00
Interest—	
Amount accrued during year . . . . .	250.00
Amount paid during year . . . . .	250.00
Rate 5%.	

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$118.70
Accounts receivable . . . . .	533.74
	\$652.44
Materials and supplies . . . . .	62.20
Sinking funds . . . . .	575.40
Fixed capital . . . . .	13,550.95
Deficit . . . . .	8,137.71
Total . . . . .	\$22,978.70
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$1,978.70
Funded debt . . . . .	5,000.00
Capital stock . . . . .	16,000.00
Total . . . . .	\$22,978.70

Fixed Capital.	
Structures . . . . .	\$100.00
Machinery and apparatus . . . . .	700.00
Poles and fixtures . . . . .	2,918.00
Transmission conductors—overhead . . . . .	1,000.00
Distribution system—overhead . . . . .	3,500.00
Electric services . . . . .	850.00
Line transformers . . . . .	1,373.00
Electric meters . . . . .	1,159.00
Municipal street lighting system . . . . .	1,550.95
Miscellaneous expenditures during construction . . . . .	400.00
Total cost of fixed capital . . . . .	\$13,550.95

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$2,182.49
Commercial power . . . . .	1,325.51
Municipal lighting . . . . .	1,123.51
Total operating revenues . . . . .	\$4,631.51
Operating expenses:	
Production . . . . .	\$2,456.99
Transmission and distribution . . . . .	653.29
Miscellaneous . . . . .	954.81
Total operating expenses . . . . .	\$4,065.09
Taxes . . . . .	72.72
Total revenue deductions . . . . .	4,137.81
Gross operating income. . . . .	\$493.70
Non-operating expenses . . . . .	125.00
Gross income . . . . .	\$368.78
Deductions from gross income:	
Interest on funded debt . . . . .	250.00
Net income . . . . .	\$118.70
Deficit at beginning of year . . . . .	8,256.41
Deficit at close of year . . . . .	\$8,137.71

#### Production and Sales.

(No record.)

#### Services Rendered.

(No record.)

# MERIDEN ELECTRIC LIGHT AND POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Meriden, N. H.

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## Principal Officers.

President . . . . .	Charles A. Tracy . . . . .	Meriden, N. H.
Vice-President . . . . .	Alvah B. Chellis . . . . .	Meriden, N. H.
Clerk . . . . .	Frank M. Howe . . . . .	Meriden, N. H.
Treasurer . . . . .	Harold W. Chellis . . . . .	Meriden, N. H.
General Manager . . . . .	Harold W. Chellis . . . . .	Meriden, N. H.
Superintendent . . . . .	Harold W. Chellis . . . . .	Meriden, N. H.

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## Directors.

Charles A. Tracy . . . . .	Meriden, N. H.
Alvah B. Chellis . . . . .	Meriden, N. H.
Frank M. Howe . . . . .	Meriden, N. H.
Nathan R. Andrews . . . . .	Meriden, N. H.
Harold W. Chellis . . . . .	Meriden, N. H.

Term expires: January, 1913.

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## History.

Date of incorporation: August 20, 1910.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Plainfield (Meriden).

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	50
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	5,000.00
Total par value outstanding . . . . .	3,000.00
Dividends:	
*Amount declared during year . . . . .	121.50
Rate, $4\frac{1}{2}\%$ .	
Number of stockholders . . . . .	13
Number of stockholders in New Hampshire . . . . .	11
Par value of capital stock held in New Hampshire . . . . .	\$2,700.00

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\* Declared January 1, 1912, on \$2,700.00 paid in.

General Balance Sheet.	
<i>Assets.</i>	
Materials and supplies . . . . .	\$118.00
Fixed capital . . . . .	3,202.52
Total . . . . .	<u>\$3,320.52</u>
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$184.96
Reserve for depreciation . . . . .	65.00
Optional reserves . . . . .	61.78
Capital stock . . . . .	3,000.00
Surplus. . . . .	8.78
Total . . . . .	<u>\$3,320.52</u>
<b>Fixed Capital.</b>	
Royalties, franchises and licenses . . . . .	\$40.00
Other intangible electric capital . . . . .	649.67
Poles and fixtures. . . . .	717.16
Transmission conductors—overhead . . . . .	711.18
Distribution system—overhead . . . . .	369.42
Line transformers. . . . .	545.95
Electric meters . . . . .	146.30
General equipment . . . . .	22.84
Total cost of fixed capital . . . . .	<u>\$3,202.52</u>
Less reserve for depreciation . . . . .	65.00
Total (net) value of fixed capital . . . . .	<u>\$3,137.52</u>
<b>Income Account.</b>	
Operating revenues:	
Commercial lighting . . . . .	\$733.28
Operating expenses:	
Transmission and distribution . . . . .	\$526.50
General depreciation . . . . .	65.00
Miscellaneous . . . . .	23.50
Total operating expenses . . . . .	<u>615.00</u>
Gross income . . . . .	<u>\$118.28</u>
<i>Carried forward</i>	

<b>Income Account.—<i>Concluded.</i></b>	
Gross Income. <i>Brought forward</i>	\$118.28
Surplus at beginning of year . . . . .	12.00
Total surplus . . . . .	\$130.28
Dividends . . . . .	121.50
Surplus at close of year . . . . .	\$8.78
<b>Production and Sales.</b>	
Kilowatt hours purchased . . . . .	11,211
Kilowatt hours sold during year . . . . .	7,355
Kilowatt hours unaccounted for . . . . .	3,856
Per cent. unaccounted for . . . . .	34.4
<b>Services Rendered.</b>	
Number of consumers . . . . .	10
Number of meters in service . . . . .	13

# MILFORD LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Union Square, Milford, N. H.

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## Principal Officers.

President . . . . .	P. H. Farley .	50 State St., Boston, Mass.
Clerk . . . . .	J. P. Hines .	50 State St., Boston, Mass.
Treasurer . . . . .	W. H. Burgess	50 State St., Boston, Mass.
Superintendent . . . . .	A. A. Murray	Milford, N. H.

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## Directors.

Philip H. Farley . . . . .	.50 State St., Boston, Mass.
William H. Burgess . . . . .	.50 State St., Boston, Mass.
Howard W. Lang ; . . . . .	.50 State St., Boston, Mass.
Joseph P. Hines . . . . .	.50 State St., Boston, Mass.
A. A. Murray . . . . .	Milford, N. H.

Term expires: Second Tuesday of February.

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## History.

Date of incorporation: February 27, 1908.  
Amended: February 11, 1910; May 13, 1911; January 22, 1912.  
Incorporated under the general law of the State of New Hampshire.  
Purchased assets of Milford Electric Light Company.

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## Localities Served.

Milford, Wilton, Amherst and Mont Vernon.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,500
Preferred stock . . . . .	450
Par value of one share . . . . .	\$100.00
Total par value authorized:	
Common . . . . .	150,000.00
Preferred . . . . .	45,000.00
Total par value outstanding:	
Common . . . . .	150,000.00
Preferred . . . . .	45,000.00

(Continued)

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**Capital Stock.—Concluded.****Dividends:**

On such preferred stock as was issued and outstanding during the year.	\$1,747.30
Rate, 7%.	
Number of stockholders . . . . .	40
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$6,100.00

**Funded Debt.****First mortgage bonds:**

Date of issue, February 1, 1908.	
Date of maturity, February 1, 1938.	
Total par value authorized . . . . .	\$150,000.00
Total par value outstanding . . . . .	150,000.00
Interest—	
Amount accrued during year . . . . .	7,500.00
Amount paid during year . . . . .	7,500.00
Rate, 5%.	

**General Balance Sheet.***Assets.***Cash and current assets:**

Cash . . . . .	\$4,547.16	
Accounts receivable . . . . .	3,417.75	
		\$7,964.91
Materials and supplies . . . . .		1,564.79
Fixed capital . . . . .		337,434.87
Deficit . . . . .		3,502.37
Total . . . . .		\$350,466.94

*Liabilities.***Current liabilities:**

Taxes accrued . . . . .	\$291.87	
Interest accrued on funded debt . . . . .	3,125.00	
Consumers' deposits . . . . .	5.00	
Accounts payable . . . . .	470.07	
Dividends payable . . . . .	1,575.00	
		\$5,466.94
Funded debt . . . . .		150,000.00
Capital stock—preferred . . . . .		45,000.00
Capital stock—common . . . . .		150,000.00
Total . . . . .		\$350,466.94



Fixed Capital.		
Organization . . . . .		\$4,457.09
Royalties, franchises and licenses . . . . .		4,505.00
Land	}	62,115.71
Structures . . . . .		
Machinery and apparatus . . . . .		179,787.26
Poles and fixtures . . . . .		56,024.51
Line transformers	}	29,311.64
Electric meters . . . . .		
Office furniture . . . . .		382.18
Horses and wagons . . . . .		851.48
Total cost of fixed capital . . . . .		\$337,434.87
Income Account.		
Operating revenues:		
Commercial lighting	}	\$22,924.87
Commercial power . . . . .		
Municipal lighting . . . . .		
Total operating revenues . . . . .		\$22,924.87
Operating expenses:		
Production . . . . .		\$7,846.64
Transmission and distribution . . . . .		395.06
Insurance . . . . .		562.48
Miscellaneous . . . . .		3,592.47
Total operating expenses . . . . .		\$12,396.65
Taxes . . . . .		739.07
Total revenue deductions . . . . .		\$13,135.72
Gross operating income . . . . .		\$9,789.15
Non-operating revenues:		
Rent from real estate . . . . .		\$540.00
Other non-operating revenues . . . . .		6.00
Total non-operating revenues . . . . .		\$546.00
Non-operating expenses . . . . .		132.00
Net non-operating revenues . . . . .		414.00
Gross income . . . . .		\$10,203.15
<i>Carried forward</i>		

Income Account.— <i>Codcluded.</i>		
Gross income. <i>Brought forward</i>		\$10,203.15
Deductions from gross income:		
Interest on funded debt . . . . .	\$7,500.00	
Interest on unfunded debt . . . . .	476.54	
Total deductions from gross income . . . . .		7,976.54
Net income . . . . .		\$2,226.61
Deficit at beginning of year . . . . .		3,981.68
Total deficit . . . . .		\$1,755.07
Dividends on preferred stock . . . . .		1,747.30
Deficit at close of year . . . . .		\$3,502.37
Production and Sales.		
Kilowatt hours generated . . . . .		794,015
Maximum load, May 16, 1912 . . . . . k.w.		2,670
Minimum load, June 20, 1912 . . . . . k.w.		320

## Services Rendered.

	NAME OF MUNICIPALITY.			
	Milford.	Wilton.	Amherst.	Mont Vernon.
Number of consumers..	252	89	23	29
Number of meters in service.....	221	69	22	27

# NASHUA LIGHT, HEAT AND POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

70 East Pearl Street, Nashua, N. H.

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## Principal Officers.

President . . . . .	Fred W. Estabrook . .	Nashua, N. H.
Clerk . . . . .	James H. Tolles . .	Nashua, N. H.
Treasurer . . . . .	Elbert Wheeler . .	Nashua, N. H.
Superintendent Gas Dept. .	Walter F. Norton . .	Nashua, N. H.
Superintendent Electric Dept.	George L. Sadler . .	Nashua, N. H.

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## Directors.

Fred W. Estabrook . . . . .	Nashua, N. H.
Frank E. Anderson . . . . .	Nashua, N. H.
George E. Anderson . . . . .	Nashua, N. H.
James H. Tolles . . . . .	Nashua, N. H.
Elbert Wheeler . . . . .	Nashua, N. H.
Term expires: July, 1913.	

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## History.

Incorporated June 28, 1850, as Nashua Gas Light Co.  
 Charter amended and name changed July 21, 1887. Consolidated  
 with Nashua Electric Light Co. in 1889.  
 Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Nashua and Hudson.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	6,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	600,000.00
Total par value outstanding . . . . .	600,000.00
Dividends:	
Amount declared during year . . . . .	48,000.00
Rate, 8%.	
Number of stockholders . . . . .	372
Number of stockholders in New Hampshire . . . . .	325
Par value of capital stock held in New Hampshire . . . . .	\$462,900.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$7,755.03	
Accounts receivable—gas . . . . .	642.41	
Accounts receivable—electric . . . . .	755.53	
Accounts receivable—sundry . . . . .	5,305.32	
		\$14,458.29
Materials and supplies . . . . .		25,517.11
Fixed capital—gas . . . . .		374,343.06
Fixed capital—electric . . . . .		419,656.51
Fixed capital—other departments . . . . .		11,253.88
Construction work in progress . . . . .		6,298.25
Real estate not used for manufacturing purposes . . . . .		13,973.47
Total . . . . .		\$865,500.57

*Liabilities.*

## Current liabilities:

Interest accrued on unfunded debt . . . . .	\$688.88	
Bills payable (promissory notes) . . . . .	18,000.00	
Consumers' deposits—gas . . . . .	107.22	
Consumers' deposits—electric . . . . .	176.00	
Accounts payable . . . . .	5,725.14	
		\$24,697.24
Reserve for depreciation . . . . .		85,012.72
Optional reserves . . . . .		393.12
Capital stock . . . . .		600,000.00
Surplus . . . . .		155,397.49
Total . . . . .		\$865,500.57

## Fixed Capital.

## GAS.

Land . . . . .	\$26,000.00
Structures . . . . .	127,500.00
Machinery and apparatus . . . . .	78,202.39
Trunk lines and mains . . . . .	90,798.85
Gas services . . . . .	25,950.00
Gas meters . . . . .	23,141.82
General equipment . . . . .	2,750.00
Total cost of fixed capital—gas . . . . .	\$374,343.06
Less reserve for depreciation . . . . .	15,132.75
Total (net) value of fixed capital—gas . . . . .	\$359,210.31

(Continued)

Fixed Capital.— <i>Concluded.</i>		
ELECTRIC.		
Land . . . . .		\$25,000.00
Structures . . . . .		50,000.00
Machinery and apparatus . . . . .		152,500.00
Underground conduits . . . . .		1,500.00
Poles and fixtures . . . . .		58,133.43
Distribution system—overhead . . . . .		58,573.08
Electric services . . . . .		16,567.50
Line transformers . . . . .		30,204.12
Electric meters . . . . .		14,912.13
Arc lamps and glowler lamps . . . . .		9,516.25
Municipal street lighting system . . . . .		.....
(Including in preceding sub-divisions)		
General equipment . . . . .		2,750.00
Total cost of fixed capital—electric . . . . .		\$419,656.51
Less reserve for depreciation . . . . .		69,879.97
Total (net) value of fixed capital—electric . . . . .		\$349,776.54
Income Account.		
Operating revenues:		
Gas—		
Commercial lighting . . . . .	\$72,796.28	
* Merchandise and jobbing revenue . . . . .	1,318.04	
Other operating revenues . . . . .	17,797.04	
Total—gas . . . . .		\$91,911.36
Electric—		
Commercial lighting . . . . .	\$45,698.98	
Commercial power . . . . .	35,745.17	
Municipal lighting . . . . .	31,422.48	
* Merchandise and jobbing revenue . . . . .	1,367.76	
Total—electric . . . . .		114,234.39
Total operating revenues . . . . .		\$206,145.75
Operating expenses:		
Gas—		
Production, transmission and distribution . . . . .	\$55,618.35	
Other operating expenses . . . . .	5,241.55	
Total—gas . . . . .	\$60,859.90	
<i>Carried forward</i>		\$206,145.75

\* Net.

Income Account.— <i>Concluded.</i>		
	<i>Brought forward</i>	\$60,859.59
Operating expenses— <i>Continued:</i>		\$206,145.75
Electric—		
Production, transmission and distribution	\$45,155.43	
Other operating expenses . . . . .	6,782.50	
Total—electric . . . . .	51,937.93	
Insurance . . . . .	360.43	
General depreciation . . . . .	32,568.77	
Total operating expenses . . . . .	\$145,727.03	
Taxes . . . . .	8,453.52	
Uncollectible bills . . . . .	690.98	
Total revenue deductions . . . . .	154,871.53	
Gross operating income. . . . .	\$51,274.22	
Non-operating revenues:		
Rent from real estate . . . . .	417.01	
	\$51,691.23	
Non-operating expenses . . . . .	1,250.00	
Gross income . . . . .	\$50,441.23	
Deductions from gross income:		
Interest on unfunded debt . . . . .	1,437.21	
Net income . . . . .	\$49,004.02	
Surplus at beginning of year . . . . .	154,393.47	
Total surplus . . . . .	\$203,397.49	
Dividends . . . . .	48,000.00	
Surplus at close of year . . . . .	\$155,397.49	

## Meter and Service Data.

## GAS.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
3-light .....	2,925	887	643	3,169
5-light .....	345	65	58	352
10-light .....	55	6	2	59
20-light .....	31	3	2	32
30-light .....	14	1	3	12
50-light .....	2			2
60-light .....	1			1
Total .....	3,373	962	708	3,627

	LENGTH.	
	Cast iron. ft.	Wrought iron ft.
Street mains in use June 30, 1912:		
2-inch .....		14,295
3-inch .....	3,865	
4-inch .....	49,085	
6-inch .....	36,102	
8-inch .....	12,475	
10-inch .....	1,650	
16-inch .....	360	
Number of service pipes in use . . . . .		2,595
Consumers:		
Number at beginning of year . . . . .		3,373
Added during year . . . . .		962
Discontinued during year . . . . .		708
Number at close of year . . . . .		3,627

Production and Sales.

ELECTRIC.

Kilowatt hours generated . . . . .	2,707,920
Kilowatt hours delivered at switchboard . . . . .	2,707,920
Kilowatt hours sold during year . . . . .	2,167,606
Kilowatt hours used by respondent . . . . .	37,644
Kilowatt hours unaccounted for . . . . .	502,670
Per cent. unaccounted for . . . . .	18.5
Maximum load, December 8, 1911 . . . . . k.w.	10,470
Minimum load, July 2, 1911 . . . . . k.w.	2,080

Services Rendered.

ELECTRIC.

	NAME OF MUNICIPALITY.	
	Nashua.	Hudson.
Number of consumers . . . . .	863	56
Number of meters in service . . . . .	1,094	57
Connected load . . . . . k.w.	1,584.5	24.5
Current supplied:		
Private consumers . . . . . k.w.h.	1,622,868	7,143
Municipal street lighting . . . . . k.w.h.	508,189	4,055
Other municipal service . . . . . k.w.h.	7,465	119
Other public service corporations . . . k.w.h.	17,767	
Used by respondent . . . . . k.w.h.	37,644	
Total current supplied . . . . . k.w.h.	2,193,933	11,317



# NEW BOSTON ELECTRIC LIGHT PLANT.

(ALLEN P. WILSON, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

River Road, New Boston Village, N. H.

## Locality Served.

New Boston.

### General Balance Sheet.

#### *Assets.*

#### Cash and current assets:

Cash . . . . .	\$500.00
Accounts receivable . . . . .	126.19

\$626.19

Fixed capital . . . . .	9,500.00
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Total . . . . .	\$10,126.19
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#### *Liabilities.*

#### Current liabilities:

Accounts payable . . . . .	\$1,942.12
Capital invested . . . . .	8,184.07

Total . . . . .	\$10,126.19
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### Fixed Capital.

Land . . . . .	\$200.00
Structures . . . . .	2,000.00
Machinery and apparatus . . . . .	5,250.00
Poles and fixtures. . . . .	500.00
Distribution system—overhead . . . . .	600.00
Line transformers. . . . .	600.00
Electric meters . . . . .	50.00
Municipal street lighting system . . . . .	200.00
General equipment . . . . .	100.00

Total cost of fixed capital . . . . .	\$9,500.00
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Income Account.		
Operating revenues:		
Commercial lighting . . . . .	\$2,075.57	
Municipal lighting . . . . .	535.80	
Total operating revenues . . . . .		\$2,611.37
Operating expenses:		
Production . . . . .	\$652.42	
Transmission and distribution . . . . .	376.00	
Miscellaneous . . . . .	25.00	
Total operating expenses . . . . .	\$1,053.42	
Taxes . . . . .	49.74	
Total revenue deductions . . . . .		1,103.16
Gross operating income . . . . .		\$1,508.21
Non-operating expenses (damages) . . . . .		136.25
Gross income . . . . .		\$1,371.96
Deductions from gross income:		
Interest on unfunded debt . . . . .		145.03
Net earnings . . . . .		\$1,226.93
Production and Sales.		
Kilowatt hours generated . . . . .		19,822
Kilowatt hours delivered at switchboard . . . . .		19,822
Kilowatt hours sold during year . . . . .		16,130
Kilowatt hours used by respondent . . . . .		500
Kilowatt hours unaccounted for . . . . .		3,192
Per cent. unaccounted for . . . . .		16.1
Services Rendered.		
Number of consumers . . . . .		25
* Number of meters in service . . . . .		30
Connected load . . . . . k.w.		50
Current supplied:		
Private consumers . . . . . k.w.h.		11,556
Municipal street lighting . . . . . k.w.h.		3,832
Other municipal service . . . . . k.w.h.		742
Used by respondent . . . . . k.w.h.		500
Total current supplied . . . . . k.w.h.		16,630

\* Owned by consumers.

NEW HAMPSHIRE WATER AND ELECTRIC POWER  
COMPANY OF MAINE.

The report rendered by this company is unsatisfactory and is not published.

# NEW HAMPTON ELECTRIC LIGHT AND POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

New Hampton, N. H.

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## Principal Officers.

President . . . .	Geo. A. Emerson . .	Bristol, N. H.
Vice-President . .	M. H. Merrow . .	New Hampton, N. H.
Clerk . . . .	C. D. Thyng . .	New Hampton, N. H.
Treasurer . . . .	C. D. Thyng . .	New Hampton, N. H.
Superintendent . .	C. D. Thyng . .	New Hampton, N. H.

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## Directors.

Geo. A. Emerson . . . . .	Bristol, N. H.
Moses H. Merrow . . . . .	New Hampton, N. H.
Ira E. Gray . . . . .	Concord, N. H.
Emma F. Bronson . . . . .	New Hampton, N. H.
Carrie R. Morrill . . . . .	New Hampton, N. H.
Frank P. Morrill . . . . .	New Hampton, N. H.
Sara M. Swett . . . . .	Bristol, N. H.

Term expires: June, 1913.

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## History.

Date of organization: November 1, 1889.  
Organized under the laws of the State of New Hampshire.

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## Locality Served.

New Hampton.

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Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		80
Par value of one share . . . . .		\$50.00
Total par value authorized . . . . .		4,000.00
Total par value outstanding . . . . .		4,000.00
Dividends:		
Amount declared during year . . . . .		200.00
Rate, 5%.		
Number of stockholders . . . . .		12
Number of stockholders in New Hampshire . . . . .		11
Par value of capital stock held in New Hampshire . . . . .		3,500.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$91.61	
Accounts receivable . . . . .	225.00	
		\$316.61
Materials and supplies . . . . .		50.00
Fixed capital . . . . .		4,183.75
Total . . . . .		\$4,550.36
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$11.00	
Accounts payable . . . . .	76.00	
Dividends payable . . . . .	90.00	
		\$177.00
Capital stock . . . . .		4,000.00
Surplus . . . . .		373.36
Total . . . . .		\$4,550.36
Fixed Capital.		
Underground conduits . . . . .		\$525.00
Transmission conductors—overhead . . . . .		2,300.00
Distribution system—overhead . . . . .		425.00
Line transformers . . . . .		158.75
Electric meters . . . . .		50.00
Municipal street lighting system . . . . .		100.00
General equipment . . . . .		625.00
Total cost of fixed capital . . . . .		\$4,183.75

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$1,054.79
Municipal lighting . . . . .	344.50
Total operating revenues . . . . .	\$1,399.29
Operating expenses:	
Production . . . . .	\$800.00
Transmission and distribution . . . . .	44.83
Total operating expenses . . . . .	\$844.83
Taxes . . . . .	11.00
Total revenue deductions . . . . .	855.83
Net income . . . . .	\$543.46
Surplus at beginning of year . . . . .	29.90
Total surplus . . . . .	\$573.36
Dividends . . . . .	200.00
Surplus at close of year . . . . .	\$373.36

## Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	30
Number of meters in service . . . . .	5

# NEWMARKET ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Newmarket, N. H.

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## Principal Officers.

President . . . . .	E. G. Eastman . . .	Exeter, N. H.
Clerk . . . . .	Horace Mitchell . . .	Kittery, Me.
Ass't Clerk . . . . .	John Scammon . . .	Exeter, N. H.
Treasurer . . . . .	W. H. C. Follansby . .	Exeter, N. H.
Auditors . . . . .	{ F. B. Philbrick . . .	Newmarket, N. H.
	{ S. J. Woodman . . .	Newmarket, N. H.
General Manager . . .	F. B. Philbrick . . .	Newmarket, N. H.

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## Directors.

Edwin G. Eastman . . . . .	Exeter, N. H.
Fred B. Philbrick . . . . .	Newmarket, N. H.
S. J. Woodman . . . . .	Newmarket, N. H.
John Scammon . . . . .	Exeter, N. H.
William H. C. Follansby . . . . .	Exeter, N. H.
Term expires: April, 1913.	

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## History.

Date of organization: April 1, 1911.  
Incorporated under the laws of the State of Maine.

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## Localities Served.

Newmarket, Durham, Newfields, Epping and Brentwood.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	2,000
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	100,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	20
Number of stockholders in New Hampshire . . . . .	20
Par value of capital stock held in New Hampshire . . . . .	\$100,000.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$867.21
Accounts receivable . . . . .	1,500.00
	<hr/>
	\$2,367.21
Materials and supplies . . . . .	3,100.00
Fixed capital . . . . .	100,000.00
	<hr/>
Total . . . . .	\$105,467.21
	<hr/>
<i>Liabilities.</i>	
Current liabilities:	
Interest accrued on unfunded debt . . . . .	\$135.00
Bills payable (promissory notes) . . . . .	4,000.00
Accounts payable . . . . .	1,200.00
	<hr/>
	\$5,335.00
Capital stock . . . . .	100,000.00
Surplus . . . . .	132.21
	<hr/>
Total . . . . .	\$105,467.21
	<hr/>
<i>Investments.</i>	
Nature of investment:	
Newmarket Electric Light, Power and Heat Co.,	
870 shares capital stock, par value one share . . . . .	\$25.00
Carried on books at . . . . .	0.00
	<hr/>
<i>Fixed Capital.</i>	
Other intangible electrical capital (rights) . . . . .	\$35,000.00
Land . . . . .	5,000.00
Structures . . . . .	10,000.00
Machinery and apparatus . . . . .	20,000.00
Poles and fixtures . . . . .	20,000.00
Transmission conductors—overhead . . . . .	2,300.00
Distribution system—overhead . . . . .	800.00
Line transformers . . . . .	3,000.00
Municipal street lighting system . . . . .	3,900.00
	<hr/>
Total cost of fixed capital . . . . .	\$100,000.00
	<hr/>



Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$11,742.69
Commercial power . . . . .	25.00
Municipal lighting . . . . .	4,219.56
Merchandise and jobbing revenue (net) . . . . .	500.00
Total operating revenues . . . . .	\$16,487.25
Operating expenses: . . . . .	
Production . . . . .	\$9,000.00
Transmission and distribution . . . . .	5,142.92
Insurance . . . . .	557.29
Miscellaneous . . . . .	1,400.00
Total operating expenses . . . . .	\$16,100.21
Taxes . . . . .	216.00
Total revenue deductions . . . . .	16,316.21
Gross income . . . . .	\$171.04
Deductions from gross income:	
Interest on unfunded debt . . . . .	\$135.00
Paid Newmarket Electric Light, Power & Heat Co. . . . .	1,000.00
Total deductions from gross income . . . . .	1,135.00
Net loss . . . . .	\$963.96
Surplus at beginning of year . . . . .	1,096.17
Surplus at close of year . . . . .	\$132.21

## Services Rendered.

NAME OF MUNICIPALITY.	Number of consumers.	Number of meters in service.
Newmarket . . . . .	143	110
Durham . . . . .	75	52
Newfields . . . . .	15	6
Epping . . . . .	68	40
Brentwood . . . . .	1	.....
Total . . . . .	302	208
Current supplied:		
Private consumers . . . . . k.w.h.		271,125
Municipal street lighting . . . . . k.w.h.		90,375
Used by respondent . . . . . k.w.h.		2,000
Total current supplied . . . . . k.w.h.		363,500

# NEWMARKET ELECTRIC LIGHT, POWER AND HEAT COMPANY.

(Non-operating company.)

NEWMARKET, N. H.

YEAR ENDING JUNE 30, 1912.

## Principal Officers.

President . . . . .	F. B. Philbrick . . . . .	Newmarket, N. H.
Vice-President . . . . .	A. C. Haines . . . . .	Newmarket, N. H.
Vice-President . . . . .	Perley Gardner . . . . .	Exeter, N. H.
Clerk . . . . .	C. A. Morse . . . . .	Newmarket, N. H.
Treasurer . . . . .	S. J. Woodman . . . . .	Newmarket, N. H.

## Directors.

Fred B. Philbrick . . . . .	Newmarket, N. H.
Perley Gardner . . . . .	Exeter, N. H.
Alanson C. Haines . . . . .	Newmarket, N. H.
Charles A. Morse . . . . .	Newmarket, N. H.
S. J. Woodman . . . . .	Newmarket, N. H.
A. W. Griffiths . . . . .	Newmarket, N. H.
E. G. Eastman . . . . .	Exeter, N. H.

## History.

Date of annual meeting: Second Tuesday of January.

Date of incorporation: April 11, 1891.

Charter revived: February 23, 1897; amended February 26, 1897.

Incorporated under special law of the State of New Hampshire.

The company commenced business in about 1901. In 1905, a receiver was appointed, which receivership was continued until March, 1911, at which time the receiver was discharged and the plant leased to the Newmarket Electric Company at an annual rental of \$1,000, the lessee to make all repairs, extensions and permanent improvements without expense to the lessor.

## Capital Stock.

Number of shares authorized:

Common stock . . . . .	*\$80
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	22,000.00
Total par value outstanding . . . . .	22,000.00

\* 870 shares held by the Newmarket Electric Co.

General Balance Sheet.	
<i>Assets.</i>	
Property (as) . . . . .	\$38,000.00
Cash on hand . . . . .	7.24
Total . . . . .	<u>\$38,007.24</u>
<i>Liabilities.</i>	
Capital stock . . . . .	\$22,000.00
Funded debt . . . . .	16,000.00
Surplus . . . . .	7.24
Total . . . . .	<u>\$38,007.24</u>
Income Account.	
Receipts . . . . .	\$1,000.00
Deductions:	
Interest on bonds . . . . .	\$800.00
Sundry payments to Streeter & Hollis, Allen Hollis, and American Trust Co. . . . .	196.00
	<u>996.00</u>
Net income . . . . .	\$4.00
Surplus at beginning of year . . . . .	3.24
Surplus at close of year . . . . .	<u>\$7.24</u>

Note.—The property cost in excess of \$42,000. In settlement of the receiver, bonds to the amount of only \$16,000 were validated, and debts to the amount of more than \$17,000 were settled. The property is taken to account as \$38,000, representing the only asset covered by the capital stock and funded debt. The Newmarket Electric Company owns 870 shares of the stock, and the bonds are secured and constitute a first lien upon all the property of the respondent.

# NEWPORT ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Newport, N. H.

## Principal Officers.

President . . . . .	W. F. Richards . . . . .	Newport, N. H.
Vice-President . . . . .	D. S. Rollins . . . . .	Newport, N. H.
Clerk . . . . .	W. W. Safford . . . . .	Newport, N. H.
Treasurer . . . . .	M. W. Tenney . . . . .	Newport, N. H.
Superintendent . . . . .	M. W. Tenney . . . . .	Newport, N. H.

## Directors.

W. F. Richards . . . . .	Newport, N. H.
M. W. Tenney . . . . .	Newport, N. H.
D. S. Rollins . . . . .	Newport, N. H.

Term expires: July 8, 1913.

## History.

Date of incorporation: June 28, 1892.  
 Amended: October 18, 1902; June 21, 1909.  
 Incorporated under the general law of the State of New Hampshire.

## Locality Served.

Newport.

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	3,000.00
Rate, 6%.	
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$50,000.00

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$2,381.06
Accounts receivable—electric. . . . .	2,959.71
Accounts receivable—sundry . . . . .	996.79
	<hr/>
Materials and supplies . . . . .	\$6,337.56
Investments . . . . .	3,734.11
Fixed capital . . . . .	9,900.00
	<hr/>
	85,624.74
Total . . . . .	<hr/> <hr/>
	\$105,596.41
<i>Liabilities.</i>	
Current liabilities:	
Bills payable (promissory notes) . . . . .	\$11,000.00
Accounts payable . . . . .	2,811.94
	<hr/>
	\$13,811.94
Capital stock . . . . .	50,000.00
Surplus. . . . .	41,784.47
	<hr/>
Total . . . . .	<hr/> <hr/>
	\$105,596.41
<i>Investments.</i>	
Nature of investment:	
Common stock of Sunapee Electric Light & Power Co. . . . .	
Par value . . . . .	\$9,900.00
Actual cost . . . . .	9,900.00
Carried on books at . . . . .	9,900.00
Income accrued during year . . . . .	396.00
<i>Fixed Capital.</i>	
Structures . . . . .	\$8,400.00
Machinery and apparatus . . . . .	46,500.00
Poles and fixtures. . . . .	3,400.00
Distribution system—overhead . . . . .	7,200.00
Electric services . . . . .	5,220.00
Line transformers. . . . .	6,033.80
Electric meters . . . . .	5,270.94
Municipal street lighting system . . . . .	3,600.00
	<hr/>
Total cost of fixed capital . . . . .	<hr/> <hr/>
	\$85,624.74

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$12,649.74
Commercial power . . . . .	15,080.27
Municipal lighting . . . . .	1,573.84
Merchandise and jobbing revenue (net) . . . . .	30.01
Other operating revenues (net) . . . . .	2,132.97
Total operating revenues . . . . .	\$31,466.83
Operating expenses:	
Production . . . . .	\$17,134.01
Transmission and distribution . . . . .	2,518.74
Insurance . . . . .	785.00
Total operating expenses . . . . .	\$20,437.75
Taxes . . . . .	1,275.00
Uncollectible bills . . . . .	12.17
Total revenue deductions . . . . .	21,724.92
Gross operating income. . . . .	\$9,741.91
Non-operating revenues:	
Income from investments . . . . .	\$396.00
Other non-operating revenues . . . . .	93.23
Total non-operating revenues . . . . .	489.23
	\$10,231.14
Non-operating expenses . . . . .	2,348.68
Gross income . . . . .	\$7,882.46
Deductions from gross income:	
Interest on unfunded debt . . . . .	644.44
Net income . . . . .	\$7,238.02
Surplus at beginning of year . . . . .	37,546.45
Total surplus . . . . .	\$44,784.47
Dividends . . . . .	3,000.00
Surplus at close of year . . . . .	\$41,784.47

Production and Sales.	
Kilowatt hours generated . . . . .	1,108,446
Kilowatt hours delivered at switchboard . . . . .	1,108,446
Kilowatt hours sold during year . . . . .	962,864.6
Kilowatt hours used by respondent . . . . .	19,190
Kilowatt hours unaccounted for . . . . .	126,391.4
Per cent. unaccounted for . . . . .	11.4
Maximum load, January 30, 1912 . . . . . k.w.	4,468
Minimum load, December 25, 1911 . . . . . k.w.	563
Services Rendered.	
Number of consumers . . . . .	422
Number of meters in service . . . . .	412
Connected load . . . . . k.w.	3,400
Current supplied:	
Private consumers . . . . . k.w.h.	869,786.1
Municipal street lighting . . . . . k.w.h.	18,147
Other municipal service . . . . . k.w.h.	3,832.5
Other public service corporations . . . . . k.w.h.	71,099
Used by respondent . . . . . k.w.h.	19,190
Total current supplied . . . . . k.w.h.	982,054.6

## NORTH WOODSTOCK.

(See Fox &amp; Putnam.)

# PENACOOK ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Penacook, N. H.

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## Principal Officers.

President . . . . .	A. C. Alexander . . . . .	Penacook, N. H.
Clerk . . . . .	W. G. Buxton . . . . .	Penacook, N. H.
Treasurer . . . . .	A. G. Harris . . . . .	Penacook, N. H.
Superintendent . . . . .	R. L. Harris . . . . .	Penacook, N. H.

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## Directors.

A. C. Alexander . . . . .	Penacook, N. H.
W. G. Buxton . . . . .	Penacook, N. H.
R. L. Harris . . . . .	Penacook, N. H.
A. G. Harris . . . . .	Penacook, N. H.
H. C. Rolfe . . . . .	Penacook, N. H.

Term expires: February, 1913.

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## History.

Date of incorporation: July 21, 1891.  
Amended: February 2, 1892; January 9, 1900; November 26, 1901;  
February 3, 1911.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Concord (Penacook) and Boscawen.

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## Capital Stock.

### Number of shares authorized:

Common stock . . . . .	400
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	40,000.00
Total par value outstanding . . . . .	40,000.00
Dividends:	
Amount declared during year . . . . .	3,200.00
Rate, 8 $\frac{1}{2}$ % . . . . .	
Number of stockholders . . . . .	24
Number of stockholders in New Hampshire . . . . .	18
Par value of capital stock held in New Hampshire . . . . .	\$38,600.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$2,399.81
Accounts receivable . . . . .	1,696.38
	<hr/>
	\$4,096.19
Materials and supplies . . . . .	1,400.00
Sinking funds . . . . .	2,991.69
Fixed capital . . . . .	45,453.43
	<hr/>
Total . . . . .	\$53,941.31
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$513.63
Accounts payable . . . . .	520.67
Dividends payable . . . . .	1,600.00
	<hr/>
	\$2,634.30
Reserve for depreciation . . . . .	1,000.00
Capital stock . . . . .	40,000.00
Surplus. . . . .	10,307.01
	<hr/>
Total . . . . .	\$53,941.31
<hr/>	
Sinking Funds.	
Cash deposited in savings bank. . . . .	\$2,991.69
<hr/>	
Fixed Capital.	
Land . . . . .	\$3,750.00
Structures . . . . .	8,000.00
Machinery and apparatus . . . . .	17,328.04
Transmission conductors—overhead . . . . .	16,375.39
	<hr/>
Total cost of fixed capital . . . . .	\$45,453.43
Less reserve for depreciation . . . . .	1,000.00
	<hr/>
Total (net) value of fixed capital . . . . .	\$44,453.43
<hr/>	
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	7,643.08
Commercial power . . . . .	1,174.95
Municipal lighting . . . . .	1,075.02
Merchandise and jobbing revenue (net) . . . . .	345.89
	<hr/>
Total operating revenues . . . . .	\$10,238.94
<i>Carried forward</i>	

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$10,238.94
Operating expenses:	
Production	} . . \$4,563.94
Transmission and distribution	
Insurance . . . . .	475.00
General depreciation . . . . .	1,000.00
Total operating expenses . . . . .	\$6,038.94
Taxes . . . . .	513.63
Total revenue deductions . . . . .	6,552.57
Gross income . . . . .	\$3,686.37
Non-operating expenses . . . . .	1,000.00
Net income . . . . .	\$2,686.37
Surplus at beginning of year . . . . .	10,820.64
Total surplus . . . . .	\$13,507.01
Dividends . . . . .	3,200.00
Surplus at close of year . . . . .	\$10,307.01

**Production and Sales.**

(No record.)

<b>Services Rendered.</b>	
Number of meters in service . . . . .	166

**PETERBOROUGH.**

(See Keene Gas and Electric Company.)

(Peterborough Division.)

# PITTSFIELD LIGHT & POWER COMPANY.

YEAR ENDING APRIL 1, 1912.

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## Location of Office.

Claremont Street, Pittsfield, N. H.

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## Principal Officers.

President . . . . .	F. D. Hutchins . . . . .	Pittsfield, N. H.
Clerk . . . . .	G. H. Colbath . . . . .	Pittsfield, N. H.
Treasurer . . . . .	C. F. Gardner . . . . .	Raymond, N. H.

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## Directors.

C. F. Gardner . . . . .	Raymond, N. H.
F. D. Hutchins . . . . .	Pittsfield, N. H.
G. H. Colbath . . . . .	Pittsfield, N. H.

Term expires: First Monday in April, 1913.

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## History.

Date of incorporation: March 17, 1903.  
Amended: April 9, 1909.  
Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Pittsfield.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	10,000.00
Total par value outstanding . . . . .	9,950.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	30
Number of stockholders in New Hampshire . . . . .	25
Par value of capital stock held in New Hampshire . . . . .	\$9,050.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$154.86
Accounts receivable . . . . .	158.81

\$313.67

Materials and supplies . . . . . 500.00

Fixed capital . . . . . 13,593.36

Prepayments . . . . . 75.33

Total . . . . . \$14,482.36

*Liabilities.*

## Current liabilities:

Bills payable (promissory notes) . . . . .	\$4,000.00
Accounts payable . . . . .	190.69

\$4,190.69

Capital stock . . . . . 9,950.00

Surplus. . . . . 341.67

Total . . . . . \$14,482.36

## Fixed Capital.

Organization . . . . . \$1,144.32

Land . . . . . 220.25

Structures . . . . . 3,114.69

Machinery and apparatus . . . . . 4,094.59

Poles and fixtures . . . . . 3,662.23

Distribution system—overhead } . . . . . 386.25

Line transformers. . . . . 730.39

Electric meters . . . . . 23.80

Arc lamps and glower lamps . . . . . 103.28

Municipal street lighting system . . . . . 113.56

General equipment . . . . .

Total cost of fixed capital . . . . . \$13,593.36

## Income Account.

## Operating revenues:

Commercial lighting } . . . . . \$2,844.84

Municipal lighting } . . . . . 303.26

Merchandise and jobbing revenue (net) . . . . . 53.33

Other operating revenues (net) . . . . .

Total operating revenues . . . . . \$3,206.43

*Carried forward*

<b>Income Account.—<i>Concluded.</i></b>	
Total operating revenues. <i>Brought forward</i>	\$3,209.43
Operating expenses:	
Production . . . . .	\$2,790.26
Transmission and distribution . . . . .	320.75
Total operating expenses . . . . .	\$3,111.01
Taxes . . . . .	176.00
Total revenue deductions . . . . .	3,287.01
Gross operating loss . . . . .	\$80.58
Non-operating revenues . . . . .	257.13
Gross income . . . . .	\$176.55
Deductions from gross income:	
Interest on unfunded debt . . . . .	229.96
Net loss . . . . .	\$53.41
Surplus at beginning of year . . . . .	395.08
Surplus at close of year . . . . .	\$341.67
<b>Production and Sales.</b>	
Kilowatt hours generated . . . . .	39,837
<b>Services Rendered.</b>	
Number of consumers . . . . .	82
Number of meters in service . . . . .	78
Total current supplied . . . . . k.w.h.	39,837

# PLAISTOW ELECTRIC LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Plaistow, N. H.

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## Principal Officers.

President . . . . .	E. A. Landman . . . . .	Plaistow, N. H.
Vice-President . . . . .	A. W. Sawyer . . . . .	Atkinson D't., N. H.
Clerk . . . . .	J. W. Peaslee . . . . .	Westville, N. H.
Treasurer . . . . .	J. W. Sleeper . . . . .	Plaistow, N. H.
General Manager . . . . .	E. A. Landman . . . . .	Plaistow, N. H.

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## Directors.

E. A. Landman . . . . .	Plaistow, N. H.
A. W. Sawyer . . . . .	Atkinson Depot, N. H.
J. W. Peaslee . . . . .	Westville, N. H.
J. W. Sleeper . . . . .	Plaistow, N. H.
E. F. Carter . . . . .	Newton, N. H.
C. E. Crockett . . . . .	Plaistow, N. H.
H. L. Priest . . . . .	Plaistow, N. H.

Term expires: January 1, 1913.

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## History.

Date of incorporation: October 13, 1911.  
Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Plaistow.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	5,000.00
Total par value outstanding . . . . .	2,750.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	55
Number of stockholders in New Hampshire . . . . .	47
Par value of capital stock held in New Hampshire . . . . .	\$2,350.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$191.12
Accounts receivable . . . . .	47.35
	\$238.47
Materials and supplies . . . . .	842.31
Fixed capital . . . . .	2,554.09
Total . . . . .	\$3,634.87
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$808.92
Capital stock . . . . .	2,750.00
Surplus . . . . .	75.95
Total . . . . .	\$3,634.87
Fixed Capital.	
Poles and fixtures . . . . .	\$638.85
Distribution system—overhead . . . . .	593.78
Electric services . . . . .	130.00
Line transformers . . . . .	232.78
Electric meters . . . . .	261.63
Miscellaneous expenditures during construction . . . . .	28.45
Other construction work . . . . .	668.60
Total cost of fixed capital . . . . .	\$2,554.09

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$250.95
Operating expenses:	
Production . . . . .	175.00
Net income . . . . .	\$75.95
(Surplus at close of year.)	
Production and Sales.	
Kilowatt hours purchased . . . . .	3,500
Kilowatt hours sold during year . . . . .	1,505
Kilowatt hours unaccounted for . . . . .	1,995
Per cent. unaccounted for . . . . .	57
Services Rendered.	
Number of consumers . . . . .	26
Number of meters in service . . . . .	26



# PLYMOUTH ELECTRIC LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

141 Main Street, Plymouth, N. H.

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## Principal Officers.

President . . . . .	F. C. Calley . . . . .	Plymouth, N. H.
Clerk . . . . .	John E. Smith . . . . .	Plymouth, N. H.
Treasurer . . . . .	Fred P. Weeks . . . . .	Plymouth, N. H.
Auditors . . . . .	{ F. C. Calley . . . . .	Plymouth, N. H.
	{ P. S. Currier . . . . .	Plymouth, N. H.
General Manager . . . . .	F. C. Calley . . . . .	Plymouth, N. H.
Superintendent . . . . .	James M. Dustin . . . . .	Plymouth, N. H.

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## Directors.

Frank C. Calley . . . . .	Plymouth, N. H.
Fred P. Weeks . . . . .	Plymouth, N. H.
Erastus B. Dearborn . . . . .	Plymouth, N. H.
* J. N. McCoy . . . . .	Plymouth, N. H.
Perley S. Currier . . . . .	Plymouth, N. H.
Term expires: July 25, 1912.	

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## History.

Date of incorporation: July 29, 1891.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Plymouth and Holderness.

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\* Died June 30, 1912.

Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	10,000.00
Total par value outstanding . . . . .	10,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	21
Number of stockholders in New Hampshire . . . . .	17
Par value of capital stock held in New Hampshire . . . . .	\$8,500.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$54.26
Bills receivable (notes) . . . . .	50.00
Accounts receivable . . . . .	1,747.20
	<hr/>
	\$1,851.46
Materials and supplies . . . . .	1,933.77
Fixed capital . . . . .	16,514.81
	<hr/>
Total . . . . .	\$20,300.04
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$211.00
Optional reserves . . . . .	6,500.00
Capital stock . . . . .	10,000.00
Surplus . . . . .	3,589.04
	<hr/>
Total . . . . .	\$20,300.04
Fixed Capital.	
Land . . . . .	\$450.00
Structures . . . . .	2,250.00
Machinery and apparatus:	
Steam plant . . . . .	\$4,340.00
Electric plant . . . . .	1,730.00
	<hr/>
	6,070.00
Poles and fixtures . . . . .	1,040.39
Distribution system—overhead . . . . .	4,006.75
Electric services . . . . .	294.64
Electric meters . . . . .	1,646.10
Municipal street lighting system . . . . .	384.93
General equipment . . . . .	372.00
	<hr/>
Total cost of fixed capital . . . . .	\$16,514.81

Income Account.	
Operating revenues . . . . .	\$10,537.18
Operating expenses:	
Sundry . . . . .	\$7,817.25
Insurance . . . . .	409.36
Total operating expenses . . . . .	\$8,226.61
Taxes . . . . .	211.00
Total revenue deductions . . . . .	8,437.61
Gross income . . . . .	\$2,099.57
Deductions from gross income:	
Interest on unfunded debt . . . . .	17.92
Net income . . . . .	\$2,081.65
Surplus at beginning of year . . . . .	1,507.39
Surplus at close of year . . . . .	\$3,589.04

#### Production and Sales.

(No record.)

#### Services Rendered.

	NAME OF MUNICIPALITY.	
	Plymouth.	Holderness.
Number of consumers . . . . .	156	5
Number of meters in service . . . . .	100	2

#### PORTSMOUTH.

(See Rockingham County Light & Power Company.)

# RAYMOND ELECTRIC COMPANY.

YEAR ENDING APRIL 1, 1912.

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## Location of Office.

Raymond, N. H.

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## Principal Officers.

President . . . .	F. B. Gardner . .	Rm. 6, State House, Boston
Clerk . . . . .	L. B. Gardner . .	Raymond, N. H.
Treasurer . . . .	C. F. Gardner . .	Raymond, N. H.
General Manager . .	C. F. Gardner . .	Raymond, N. H.

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## Directors.

Francis B. Gardner . . . .	Rm. 6, State House, Boston.
Lillian B. Gardner . . . .	Raymond, N. H.
C. F. Gardner . . . . .	Raymond, N. H.

Term expires: April 1, 1913.

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## History.

Date of incorporation: February 17, 1909.  
Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Raymond.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	5,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$4,950.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$182.99	
Accounts receivable . . . . .	340.89	
		\$523.88
Materials and supplies . . . . .		200.00
Fixed capital . . . . .		9,564.58
Prepayments . . . . .		13.25
Total . . . . .		<u>\$10,301.71</u>
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$37.50	
Bills payable (promissory notes) . . . . .	3,500.00	
Accounts payable . . . . .	190.84	
		\$3,727.84
Capital stock . . . . .		5,000.00
Surplus. . . . .		1,573.87
Total . . . . .		<u>\$10,301.71</u>
<b>Fixed Capital.</b>		
Organization . . . . .		\$75.00
Land . . . . .		200.00
Structures . . . . .		800.00
Machinery and apparatus . . . . .		2,500.00
Poles and fixtures	}	4,036.41
Distribution system—overhead		
Electric services . . . . .		198.00
Line transformers. . . . .		600.00
Electric meters . . . . .		830.17
Arc lamps and glower lamps . . . . .		225.00
Municipal street lighting system . . . . .		100.00
Total cost of fixed capital . . . . .		<u>\$9,564.58</u>
<b>Income Account.</b>		
Operating revenues:		
Commercial lighting . . . . .		\$3,745.54
Municipal lighting . . . . .		1,000.00
Total operating revenues . . . . .		<u>\$4,745.54</u>
<i>Carried forward</i>		

<b>Income Account.—Concluded</b>	
Total operating revenues. <i>Brought forward</i>	\$4,745.54
Operating expenses:	
Production . . . . .	\$2,131.11
Transmission and distribution . . . . .	98.43
Insurance . . . . .	10.00
Miscellaneous . . . . .	1,017.95
Total operating expenses . . . . .	\$3,257.49
Taxes . . . . .	75.00
Total revenue deductions . . . . .	3,332.49
Gross operating income. . . . .	\$1,413.05
Non-operating expenses . . . . .	485.52
Gross income . . . . .	\$927.53
Deductions from gross income:	
Interest on unfunded debt . . . . .	137.50
Net income . . . . .	\$790.03
Surplus at beginning of year . . . . .	783.84
Surplus at close of year . . . . .	\$1,573.87
<b>Production and Sales.</b>	
Kilowatt hours generated . . . . .	32,177
<b>Services Rendered.</b>	
Number of consumers . . . . .	66
Number of meters in service . . . . .	50

# ROCKINGHAM COUNTY LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

29 Pleasant Street, Portsmouth, N. H.

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## Principal Officers.

President . . . . .	D. A. Belden . . . . .	Haverhill, Mass.
Vice-President . . . . .	S. W. Emery . . . . .	Boston, Mass.
Treasurer . . . . .	S. P. Russell . . . . .	Haverhill, Mass.
Superintendent . . . . .	J. S. Whitaker . . . . .	Portsmouth, N. H.

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## Directors.

David A. Belden . . . . .	Haverhill, Mass.
Samuel W. Emery . . . . .	Boston, Mass.
Alfred D. Foster . . . . .	Boston, Mass.
Charles F. Ayer . . . . .	Lowell, Mass.
John S. Whitaker . . . . .	Portsmouth, N. H.

Term expires: When successor is appointed.

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## History.

Date of incorporation: October 30, 1900.  
Amended: April 13, 1901; July 22, 1901; October 3, 1904.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Durham, Hampton, \* Newcastle, \* Newington, \* North Hampton,  
\* Portsmouth and \* Rye, New Hampshire; Kittery, Maine.  
Lines also pass through the following cities and towns: Atkinson,  
Dover, East Kingston, Greenland, Hampton Falls, Kensington, Kings-  
ton, Madbury, Newton, Plaistow, Salem, Seabrook and South Hampton.

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\* Current retailed.

Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		10,000
Par value of one share . . . . .		\$100.00
Total par value authorized . . . . .		1,000,000.00
Total par value outstanding . . . . .		1,000,000.00
Dividends:		
Amount declared during year . . . . .		None
Number of stockholders . . . . .		6
Number of stockholders in New Hampshire . . . . .		1
Per value of capital stock held in New Hampshire . . . . .		\$100.00
Funded Debt.		
Mortgage bonds:		
Date of issue, January 1, 1902.		
Date of maturity, January 1, 1922.		
Total par value authorized . . . . .		\$600,000.00
Total par value outstanding . . . . .		600,000.00
Interest—		
Amount accrued during year . . . . .		30,000.00
Amount paid during year . . . . .		75,000.00
Rate, 5%.		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$2,071.16	
Accounts receivable . . . . .	18,219.99	
		\$20,291.15
Materials and supplies . . . . .		30,711.75
Fixed capital . . . . .		2,045,042.62
Prepayments . . . . .		163.87
Total . . . . .		\$2,096,209.39
<i>Liabilities.</i>		
Current liabilities:		
Bills payable (promissory notes) . . . . .	\$160,000.00	
Consumers' deposits . . . . .	145.00	
Accounts payable . . . . .	92,681.58	
		\$252,826.58
Funded debt . . . . .		600,000.00
Reserve for depreciation . . . . .		152,000.00
Optional reserves . . . . .		302.78
Capital stock . . . . .		1,000,000.00
Surplus . . . . .		91,080.03
Total . . . . .		\$2,096,209.39



Fixed Capital.	
Organization . . . . .	\$80,000.00
Royalties, franchises and licenses . . . . .	10,000.00
Other intangible electric capital . . . . .	496,283.18
Land . . . . .	63,600.00
Structures . . . . .	166,808.95
Machinery and apparatus . . . . .	608,067.92
Poles and fixtures . . . . .	163,625.08
Transmission conductors—overhead . . . . .	218,281.26
Transmission conductors—underground cables . . . . .	15,300.00
Distribution system—overhead . . . . .	83,635.06
Electric services . . . . .	14,693.65
Line transformers . . . . .	20,610.88
Electric meters . . . . .	20,570.29
Arc lamps and glower lamps . . . . .	300.00
Municipal street lighting system . . . . .	6,000.00
General equipment . . . . .	9,766.35
Miscellaneous expenditures during construction . . . . .	67,500.00
Total cost of fixed capital . . . . .	\$2,045,042.62
Less reserve for depreciation . . . . .	152,000.00
Total (net) value of fixed capital . . . . .	\$1,893,042.62
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$75,037.19
Commercial power . . . . .	14,598.91
Municipal lighting . . . . .	11,083.93
Merchandise and jobbing revenue (net) . . . . .	1,138.81
Other operating revenues (net) (railway power) . . . . .	176,875.56
Total operating revenues . . . . .	\$278,734.40
Operating expenses:	
Production . . . . .	\$114,702.94
Transmission and distribution . . . . .	42,148.08
Insurance . . . . .	1,190.75
General depreciation . . . . .	53,000.00
Miscellaneous . . . . .	17,133.75
Total operating expenses . . . . .	\$228,175.52
Taxes . . . . .	6,745.31
Uncollectible bills . . . . .	567.04
Total revenue deductions . . . . .	235,487.87
Gross income . . . . .	\$43,246.53
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Gross income. <i>Brought forward</i>	\$43,246.53
Deductions from gross income:	
Interest on funded debt . . . \$30,000.00	
Interest on unfunded debt . . . 9,600.00	
Total deductions from gross income . . . .	39,600.00
Net income . . . . .	\$3,646.53
Surplus at beginning of year . . . . .	87,433.50
Surplus at close of year . . . . .	\$91,080.03

Production and Sales.	
Kilowatt hours generated . . . . .	15,447,210
Kilowatt hours delivered at switchboard . . . . .	15,447,210
Kilowatt hours sold during year . . . . .	14,774,335
Kilowatt hours used by respondent . . . . .	220,000
Kilowatt hours unaccounted for . . . . .	452,875
Per cent. unaccounted for . . . . .	2.9
Maximum load, September 4, 1911 . . . k.w.h.	77,271
Minimum load, March 28, 1912 . . . k.w.h.	28,563

## Services Rendered.

	NAME OF MUNICIPALITY.			
	Portsmouth and vicinity.	Kittery.	Exeter and Hampton.	Street Railway.
Number of consumers . . . . .	1,068	.....	.....	.....
Number of meters in service . . . . .	1,068	.....	.....	.....
Connected load . . . . . k.w.	2,000	.....	.....	.....
Current supplied:				
Private consumers k.w.h.	1,278,055	.....	.....	.....
Municipal street light- ing . . . . . k.w.h.	221,932	.....	.....	.....
Other public service cor- porations . . . . . k.w.h.	.....	35,908	586,785	12,651,657
Used by respondent k.w.h.	220,000	.....	.....	.....
Total current supplied k.w.h.	1,719,985	35,908	586,785	12,651,657

## RUMNEY.

(See W. C. Keniston & Son.)

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## SALEM.

(See Frank P. Woodbury.)

# SPAULDING & FROST COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Fremont, N. H.

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## Principal Officers.

President . . . . .	L. C. Spaulding . . . . .	N. Rochester, N. H.
Vice-President . . . . .	H. N. Spaulding . . . . .	N. Rochester, N. H.
Clerk . . . . .	S. A. Frost . . . . .	Fremont, N. H.
Treasurer . . . . .	S. A. Frost . . . . .	Fremont, N. H.
Superintendent . . . . .	S. A. Frost . . . . .	Fremont, N. H.

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## Directors.

Leon C. Spaulding . . . . .	N. Rochester, N. H.
H. N. Spaulding . . . . .	N. Rochester, N. H.
R. H. Spaulding . . . . .	N. Rochester, N. H.
M. L. Spaulding . . . . .	Boston, Mass.
S. A. Frost . . . . .	Fremont, N. H.

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## History.

Date of incorporation: June 4, 1899.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Fremont.

Note.—This is not the principal business of this operator. The utility is operated in connection with other business.

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Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$230.70
Total operating revenues . . . . .	\$230.70
Operating expenses (estimated) . . . . .	230.70
Net income . . . . .	\$0.00

### Production and Sales.

(No record.)

Services Rendered.	
Number of consumers . . . . .	10
Number of meters in service . . . . .	None

# SUNAPEE ELECTRIC LIGHT & POWER COMPANY.

SUNAPEE, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Newport, N. H.

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## Principal Officers.

President . . . . .	W. F. Richards . . . . .	Newport, N. H.
Vice-President . . . . .	N. A. Smith . . . . .	Sunapee, N. H.
Clerk . . . . .	W. W. Safford . . . . .	Newport, N. H.
Treasurer . . . . .	M. W. Tenney . . . . .	Newport, N. H.
Superintendent . . . . .	M. W. Tenney . . . . .	Newport, N. H.

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## Directors.

W. F. Richards . . . . .	Newport, N. H.
D. S. Rollins . . . . .	Newport, N. H.
N. A. Smith . . . . .	Sunapee, N. H.
M. W. Tenney . . . . .	Newport, N. H.

Term expires: October 25, 1912.

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## History.

Date of incorporation: October 22, 1896.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Sunapee and Newport.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	99
Preferred stock . . . . .	1
Par value of one share . . . . .	\$100.00
Total par value authorized:	
Common . . . . .	9,900.00
Preferred . . . . .	100.00
Total par value outstanding:	
Common . . . . .	9,900.00
Preferred . . . . .	100.00
Dividends:	
Amount declared during year;	
On common stock . . . . .	396.00
On preferred stock . . . . .	6.00
Rate;	
On common stock, 4%.	
On preferred stock, 6%.	
Number of stockholders . . . . .	2
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$10,000.00

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$92.35
Accounts receivable . . . . .	484.47
	<hr/>
	\$576.82
Fixed capital . . . . .	20,757.50
	<hr/>
Total . . . . .	\$21,334.32
<i>Liabilities.</i>	
Current liabilities:	
Bills payable (promissory notes) . . . . .	\$5,200.00
Accounts payable . . . . .	1,782.64
	<hr/>
	\$6,982.64
Capital stock—common . . . . .	9,900.00
Capital stock—preferred. . . . .	100.00
Surplus. . . . .	4,351.68
	<hr/>
Total . . . . .	\$21,334.32

Fixed Capital.		
Poles and fixtures . . . . .		\$7,205.75
Distribution system—overhead . . . . .		4,854.00
Distribution system—underground . . . . .		500.00
Electric services . . . . .		1,690.00
Line transformers . . . . .		2,043.37
Electric meters . . . . .		2,124.48
Municipal street lighting system . . . . .		2,339.90
Total cost of fixed capital . . . . .		\$20,757.50
Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$4,129.19
Municipal lighting . . . . .		716.72
Total operating revenues . . . . .		\$4,845.91
Operating expenses:		
Production . . . . .	\$2,132.97	
Transmission and distribution . . . . .	958.43	
Total operating expenses . . . . .	\$3,091.40	
Taxes . . . . .	43.75	
Uncollectible bills . . . . .	5.96	
Total revenue deductions . . . . .		3,141.11
Gross operating income . . . . .		\$1,704.80
Non-operating expenses . . . . .		108.24
Gross income . . . . .		\$1,596.56
Deductions from gross income:		
Interest on unfunded debt . . . . .		360.00
Net income . . . . .		\$1,236.56
Surplus at beginning of year . . . . .		3,517.12
Total surplus . . . . .		\$4,753.68
Dividends on preferred stock . . . . .	\$6.00	
Dividends on common stock . . . . .	396.00	
Total dividends . . . . .		402.00
Surplus at close of year . . . . .		\$4,351.68



### Production and Sales.

Kilowatt hours purchased . . . . .	71,099
Kilowatt hours sold during year . . . . .	52,255.5
Kilowatt hours used by respondent . . . . .	None
Kilowatt hours unaccounted for . . . . .	18,843.5
Per cent. unaccounted for . . . . .	26.5
Maximum load, August 25, 1911 . . . . k.w.	457
Minimum load, April 7, 1912 . . . . k.w.	89

### Services Rendered.

	NAME OF MUNICIPALITY.	
	Sunapee.	Newport.
Number of consumers . . . . .	169	12
Number of meters in service . . . . .	167	11
Connected load . . . . . k.w.	500	.....
Current supplied:		
Private consumers . . . . . k.w.h.	42,420.5	2,648
Municipal street lighting . . . . . k.w.h.	6,168.5	920.5
Other municipal service . . . . . k.w.h.	98	.....
Total current supplied . . . . . k.w.h.	48,687	3,568.5

# TILTON ELECTRIC LIGHT & POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Tilton Mills, Main Street, Tilton, N. H.

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## Principal Officers.

President . . . . .	William H. Moses . . . . .	Tilton, N. H.
Clerk . . . . .	Arthur S. Brown . . . . .	Tilton, N. H.
Treasurer . . . . .	William H. Moses . . . . .	Tilton, N. H.

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## Directors.

William H. Moses . . . . .	Tilton, N. H.
Arthur S. Brown . . . . .	Tilton, N. H.
Otis Daniell . . . . .	Tilton, N. H.

Term expires: January, 1913.

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## History.

Date of incorporation: May 26, 1910.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Tilton and Northfield.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,700
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	170,000.00
Total par value outstanding . . . . .	170,000.00
Dividends:	
Amount declared during year . . . . .	4,250.00
Rate, $2\frac{1}{2}\%$ .	
Number of stockholders . . . . .	5
Number of stockholders in New Hampshire . . . . .	5
Par value of capital stock held in New Hampshire . . . . .	\$170,000.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$5,001.60
Accounts receivable . . . . .	968.71
	<hr/>
Fixed capital . . . . .	\$5,970.31
	<hr/>
Total . . . . .	170,132.74
	<hr/>
	<hr/>
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$1,520.46
Capital stock . . . . .	170,000.00
Surplus. . . . .	4,582.59
	<hr/>
Total . . . . .	\$176,103.05
	<hr/>
<b>Fixed Capital.</b>	
Intangible electric capital (water power) . . . . .	\$100,000.00
Land . . . . .	5,000.00
Structures . . . . .	15,000.00
Machinery and apparatus . . . . .	29,450.00
Poles and fixtures. . . . .	4,000.00
Transmission conductors—overhead . . . . .	7,000.00
Distribution system—overhead . . . . .	1,000.00
Electric services . . . . .	50.00
Line transformers. . . . .	2,500.00
Electric meters . . . . .	2,000.00
Arc lamps and glower lamps . . . . .	1,000.00
Municipal street lighting system . . . . .	3,000.00
General equipment . . . . .	132.74
	<hr/>
Total cost of fixed capital . . . . .	\$170,132.74
	<hr/>
<b>Income Account.</b>	
Operating revenues:	
Commercial lighting } . . . . .	\$14,052.78
Commercial power } . . . . .	
Municipal lighting . . . . .	2,892.93
Merchandise and jobbing revenues (net loss) . . . . .	133.71
	<hr/>
Total operating revenues . . . . .	\$16,812.00
<i>Carried forward</i>	

**Income Account.—Concluded.**

Total operating revenues. <i>Brought forward</i>		\$16,812.00
Operating expenses:		
Production . . . . .	\$451.75	
Transmission and distribution . . . . .	1,033.14	
Insurance . . . . .	653.04	
General depreciation . . . . .	96.66	
Miscellaneous . . . . .	6,128.76	
Total operating expenses . . . . .	\$8,363.35	
Taxes . . . . .	1,520.46	
Total revenue deductions . . . . .		9,883.81
Gross operating income. . . . .		\$6,928.19
Non-operating revenues . . . . .	\$16.91	
Non-operating expenses . . . . .	56.45	
Net non-operating loss . . . . .		39.54
Gross income . . . . .		\$6,888.65
Deductions from gross income:		
Interest on unfunded debt . . . . .		202.52
Net income . . . . .		\$6,686.13
Surplus at beginning of year . . . . .		2,146.46
Total surplus . . . . .		\$8,832.59
Dividends . . . . .		4,250.00
Surplus at close of year . . . . .		\$4,582.59

**Production and Sales.**

(No record.)

**Services Rendered.**

	NAME OF MUNICIPALITY.	
	Tilton.	Northfield.
Number of consumers . . . . .	146	57

# TWIN STATE GAS & ELECTRIC COMPANY.

## BRATTLEBORO DIVISION.

YEAR ENDING DECEMBER 31, 1911.

### Location of Offices.

President: 30 Pine Street, New York, N. Y.  
Division Superintendent: Brattleboro, Vt.

### Principal Officers.

See report of Home Office.

### Directors.

See report of Home Office.

### Localities Served.

Brattleboro, Vermont, and Hinsdale, New Hampshire.

### General Balance Sheet.

#### Assets.

#### Cash and current assets:

Cash . . . . .	\$539.95
Accounts receivable—gas . . . . .	10,704.51
Accounts receivable—electric . . . . .	1,209.74
Accounts receivable—sundry . . . . .	4,534.83

\$16,989.03

Materials and supplies . . . . .	11,137.59
Fixed capital—gas . . . . .	194,969.99
Fixed capital—electric . . . . .	456,044.48
Fixed capital—railroad . . . . .	258,160.48
Prepayments . . . . .	836.31

Total . . . . . \$938,137.88

#### Liabilities.

#### Current liabilities:

Taxes accrued . . . . .	\$435.93
Accounts payable . . . . .	13,848.65

\$14,284.58

Capital advanced by Home Office . . . . .	743,690.00
Home Office open account . . . . .	180,163.30

Total . . . . . \$938,137.88

Fixed Capital.	
GAS.	
Organization . . . . .	\$5,000.00
Royalties, franchises and licenses . . . . .	10,000.00
Land . . . . .	9,846.00
Structures . . . . .	29,524.80
Machinery and apparatus . . . . .	24,604.50
Trunk lines and mains . . . . .	73,822.58
Gas services . . . . .	7,387.04
Gas meters . . . . .	13,133.81
General equipment . . . . .	6,888.84
Miscellaneous expenditures during construction . . . . .	14,762.42
Total cost of fixed capital—gas . . . . .	\$194,969.99
ELECTRIC.	
Organization . . . . .	\$7,500.00
Royalties, franchises and licenses . . . . .	20,000.00
Land . . . . .	220,000.00
Structures . . . . .	29,226.63
Machinery and apparatus . . . . .	44,115.78
Poles and fixtures . . . . .	16,372.86
Transmission conductors—overhead . . . . .	38,831.57
Distribution system—overhead . . . . .	11,154.33
Electric services . . . . .	7,584.15
Line transformers . . . . .	14,150.44
Electric meters . . . . .	9,537.92
Municipal street lighting system . . . . .	17,570.80
Miscellaneous expenditures during construction . . . . .	20,000.00
Total cost of fixed capital—electric . . . . .	\$456,044.48
Income Account.	
Operating revenues:	
Gas—	
Commercial lighting . . . . .	\$23,289.76
Total—gas . . . . .	\$23,289.76
Electric—	
Commercial lighting . . . . .	\$21,760.04
Commercial power . . . . .	7,996.41
Municipal lighting . . . . .	9,011.07
Total—electric . . . . .	38,767.52
Total operating revenue—gas and electric . . . . .	\$62,057.28
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Total operating revenue. <i>Brought forward.</i>	\$62,057.28
Operating expenses:	
Gas—	
Production . . . . .	\$9,636.73
Transmission and distribution . . . . .	1,493.19
Miscellaneous . . . . .	4,017.37
Total—gas . . . . .	\$15,147.29
Electric—	
Production . . . . .	\$9,911.01
Transmission and distribution . . . . .	1,682.95
Miscellaneous . . . . .	3,569.40
Total—electric . . . . .	15,163.36
Insurance . . . . .	862.02
Total operating expenses—gas and electric . . . . .	\$31,172.67
Taxes . . . . .	169.64
Total revenue deductions—gas and electric . . . . .	31,342.31
Gross operating income—gas and electric . . . . .	\$30,714.97
Non-operating revenues:	
Lease of gas plant . . . . .	\$25.00
Lease of electric plant . . . . .	387.50
Total non-operating revenues . . . . .	\$412.50
Non-operating expenses . . . . .	358.15
Net non-operating revenues . . . . .	54.35
Gross income—gas and electric . . . . .	\$30,769.32
Other income:	
Railroad—	
Revenue . . . . .	\$21,761.48
Expenses . . . . .	14,790.25
Net other income . . . . .	6,971.23
Gross income—all sources . . . . .	\$37,740.55
Transferred to Home Office account . . . . .	37,740.55
Surplus at close of year . . . . .	\$0.00

## Meter and Service Data.

## GAS.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
3-light .....	844	187	87	944
5-light .....	67	5	3	69
10-light .....	21	3	2	22
20-light .....	2	2	.....	4
45-light .....	1	.....	.....	1
150-light .....	1	.....	.....	1
Total.....	936	197	92	1,041

Consumers:			
Number at beginning of year . . . . .			947
Added during year . . . . .			197
Discontinued during year . . . . .			92
Number at close of year . . . . .			1,052

Gas Made and Sold During the Year.			
Number of feet on hand at beginning of year . . . . .			9,000
Number of feet of gas made during the year:			
Water gas . . . . .			18,887,100
Total gas made and on hand . . . . .			18,896,100
Number of feet of gas sold by meter during the year . . . . .	14,939,100		
Number of feet of gas used at works and offices during the year . . . . .	187,500		
Number of feet of gas on hand at close of year . . . . .	13,000		
Total gas sold, used and on hand . . . . .			15,139,600
Number of feet unaccounted for during the year . . . . .			3,756,500



## Production and Sales—Electric.

Kilowatt hours generated . . . . .	730,106
Kilowatt hours purchased . . . . .	763,550
Kilowatt hours delivered at switchboard . . . . .	1,493,656
Kilowatt hours sold during year . . . . .	1,247,922
Kilowatt hours used by respondent . . . . .	22,426
Kilowatt hours unaccounted for . . . . .	223,308
Per cent. unaccounted for . . . . .	14.3
Maximum load, December 22, 1911 . . . . k.w.	448
Minimum load, July 9, 1911 . . . . . k.w.	150

## Services Rendered.

	NAME OF MUNICIPALITY.	
	Brattleboro.	Hinsdale.
Number of consumers . . . . .	686	86
Number of meters in service . . . . .	731	90
Current supplied:		
Private consumers . . . . . k.w.h.	659,952	17,653
Municipal street lighting . . . . . k.w.h.	155,406	19,135
Other municipal service . . . . . k.w.h.	34,811	1,671
Other public service corporations . . k.w.h.	359,294	.....
Used by respondent . . . . . k.w.h.	22,426	.....
Total current supplied . . . . . k.w.h.	1,231,889	38,459

# TWIN STATE GAS & ELECTRIC COMPANY.

## (DOVER DIVISION.)

YEAR ENDING DECEMBER 31, 1911.

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### Location of Office.

President: 30 Pine Street, New York, N. Y.  
 Division Superintendent: 333 Central Ave., Dover, N. H.

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### Principal Officers.

See report of Home Office.

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### Directors.

See report of Home Office.

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### Localities Served.

Dover, Rochester, Rollinsford and Somersworth, New Hampshire;  
 Berwick, Maine.

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### General Balance Sheet.

#### *Assets.*

#### Cash and current assets:

Cash . . . . .	\$2,138.72	
Accounts receivable—gas . . . . .	4,701.91	
Accounts receivable—electric . . . . .	15,338.50	
Accounts receivable—sundry . . . . .	2,150.73	
		\$24,329.86
Materials and supplies . . . . .		52,837.28
Fixed capital—gas . . . . .		502,801.65
Fixed capital—electric . . . . .		1,360,533.89
Prepayments . . . . .		1,731.03
Total . . . . .		\$1,942,233.71

(Continued)

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General Balance Sheet.—*Concluded.**Liabilities.*

Current liabilities:		
Accrued accounts . . . . .	\$56.84	
Consumers' deposits . . . . .	561.40	
Accounts payable . . . . .	26,267.42	
		\$26,885.66
Capital advanced by Home Office . . . . .		1,650,310.00
Home Office open account . . . . .		265,038.05
Total . . . . .		\$1,942,233.71

## Fixed Capital.

## GAS.

Organization . . . . .	\$11,200.00
Royalties, franchises and licenses . . . . .	20,000.00
Land . . . . .	33,443.84
Structures . . . . .	52,082.37
Machinery and apparatus . . . . .	89,644.08
Trunk lines and mains . . . . .	212,328.48
Gas services . . . . .	29,479.49
Gas meters . . . . .	20,067.10
General equipment . . . . .	8,408.96
Miscellaneous expenditures during construction . . . . .	25,877.33
Total cost of fixed capital—gas . . . . .	\$502,801.65

## ELECTRIC.

Organization . . . . .	\$35,000.00
Royalties, franchises and licenses . . . . .	50,000.00
Land . . . . .	26,540.66
Structures . . . . .	127,663.24
Machinery and apparatus . . . . .	191,444.86
Poles and fixtures . . . . .	65,721.68
Transmission conductors—overhead . . . . .	330,908.40
Distribution system—overhead . . . . .	208,610.29
Electric services . . . . .	21,616.10
Line transformers . . . . .	40,181.02
Electric meters . . . . .	38,425.97
Arc lamps and glower lamps . . . . .	29,366.72
Municipal street lighting system . . . . .	106,402.70
General equipment . . . . .	39,010.99
Miscellaneous expenditures during construction . . . . .	49,641.26
Total cost of fixed capital—electric . . . . .	\$1,360,533.89

Income Account.		
Operating revenues:		
Gas—		
Commercial lighting . . . . .	\$34,202.19	
Municipal lighting . . . . .	362.04	
* Merchandise and jobbing revenue	910.17	
Total—gas . . . . .		\$35,474.40
Electric—		
Commercial lighting . . . . .	\$57,106.55	
Commercial power . . . . .	36,769.22	
Municipal lighting . . . . .	35,066.62	
* Merchandise and jobbing revenue	776.28	
Other operating revenues (loss) . . . . .	3,043.52	
Total—electric . . . . .		126,675.15
Total operating revenues . . . . .		\$162,149.55
Operating expenses:		
Gas—		
Production . . . . .	\$13,480.52	
Transmission and distribution . . . . .	2,511.88	
Miscellaneous . . . . .	3,844.87	
Total—gas . . . . .	\$19,837.27	
Electric—		
Production . . . . .	\$39,498.32	
Transmission and distribution . . . . .	8,350.76	
Miscellaneous . . . . .	6,744.77	
Total—electric . . . . .	54,593.85	
Insurance . . . . .	3,479.67	
Taxes . . . . .	4,679.07	
Total revenue deductions . . . . .		82,589.86
Gross operating income . . . . .		\$79,559.69
Non-operating revenues:		
Rent from real estate . . . . .		204.00
Gross income . . . . .		\$79,763.69
Deductions from gross income:		
Interest on unfunded debt . . . . .		856.91
Net income . . . . .		\$78,906.78
Transferred to Home Office account . . . . .		78.906.78
Surplus at close of year . . . . .		\$0.00

Meter and Service Data.		Meters.
Number of use at beginning of year . . . . .		1,419
Added during year . . . . .		422
Removed during year . . . . .		299
Number in use at close of year . . . . .		1,542
(All sizes.)		

	LENGTH (estimated)	
	Cast iron. feet.	Wrought iron. feet.
Street mains in use December 31, 1911:		
1½-inch . . . . .	15,840	36,960
2-inch . . . . .		
3-inch . . . . .	13,200	
4-inch . . . . .	15,840	
6-inch . . . . .	9,900	
8-inch . . . . .	4,224	

Number of service pipes in use . . . . .	1,542
Consumers:	
Number at beginning of year . . . . .	1,419
Added during year . . . . .	422
Discontinued during year . . . . .	299
Number at close of year . . . . .	1,542

Gas Made and Sold During the Year.		
Number of feet on hand at beginning of year . . . . .		24,000
Number of feet of gas made during the year:		
Water gas . . . . .		29,582,400
Total gas made and on hand . . . . .		29,606,400
Number of feet of gas sold by meter during the year . . . . .	24,635,000	
Number of feet of gas used at works and offices during the year . . . . .	385,200	
Number of feet of gas on hand at close of year . . . . .	22,000	
Total gas sold, used and on hand . . . . .		25,042,200
Number of feet unaccounted for during the year . . . . .		4,564,200

Production and Sales—Electric.	
Kilowatt hours generated . . . . .	3,427,430
Kilowatt hours purchased . . . . .	449,980
<sup>a</sup> Kilowatt hours delivered at switchboard . . . . .	3,877,410
Kilowatt hours sold during year . . . . .	3,206,547
Kilowatt hours used by respondent . . . . .	28,879
Kilowatt hours unaccounted for . . . . .	641,984
Per cent. unaccounted for . . . . .	16.6
Maximum load, February 2, 1911 . . . . k.w.h.	16,400
Minimum load, May 7, 1911 . . . . . k.w.h.	4,620

## Services Rendered in New Hampshire.

	NAME OF MUNICIPALITIES IN NEW HAMPSHIRE.		
	Dover.	Rochester.	Somersworth.
Number of consumers . . . . .	728	549	231
Number of meters in service . . . . .	661	533	220
Current supplied:			
Private consumers . . . . . k.w.h.	456,088	187,639	233,284
Municipal street lighting . . . . . k.w.h.	237,630	100,529	87,029
Other municipal service . . . . . k.w.h.	235,224	10,116	4,924
Other public service corporations k.w.h.	1,366,950	.....	.....
Used by respondent . . . . . k.w.h.	23,876	4,141	40
Total current supplied . . . . . k.w.h.	2,319,768	302,425	325,277

**TWIN STATE GAS & ELECTRIC CO.**  
HOME OFFICE, NO. 803 MAIN STREET, HARTFORD, CONN.

YEAR ENDING DECEMBER 31, 1911.

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**Location of President's Office.**

30 Pine Street, New York, N. Y.

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**Principal Officers.**

President . . . . .	I. L. Meloon . . .	30 Pine St., New York
Vice-President . . . .	Edgar Lanfare . .	30 Pine St., New York
Clerk . . . . .	John F. Reilly . .	30 Pine St., New York
Treasurer . . . . .	John F. Reilly . .	30 Pine St., New York
General Manager . . .	I. L. Meloon . . .	30 Pine St., New York
Superintendent . . . .	E. M. Addis . . .	Brattleboro, Vt.
Brattleboro Division.		
Superintendent . . . .	W. G. Meloon . . .	Dover, N. H.
Dover Division.		

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**Directors.**

A. H. Bickmore . . . . .	30 Pine St., New York
I. L. Meloon . . . . .	30 Pine St., New York
W. C. Pratt . . . . .	30 Pine St., New York
Geo. P. Hall . . . . .	30 Pine St., New York
John F. Reilly . . . . .	30 Pine St., New York
Term expires: May, 1913.	

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**History.**

Date of organization: August 26, 1906.  
Incorporated under the laws of the State of Connecticut.

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**Localities Served.**

In New Hampshire: see reports of Brattleboro, Vt., and Dover, N. H., Divisions.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	15,000
Preferred stock . . . . .	2,500
Par value of one share . . . . .	\$100.00
Total par value authorized:	
Common . . . . .	\$1,500,000.00
Preferred . . . . .	250,000.00
Total par value outstanding:	
Common . . . . .	1,250,000.00
Preferred . . . . .	250,000.00
Dividends:	
Amount declared during year;	
On common stock . . . . .	43,500.00
Rate:	
Regular dividend of 3%, and an extra dividend of $\frac{1}{2}$ of 1%.	
Amount declared during year;	
On preferred stock . . . . .	12,500.00
Rate: 5%.	
Number of stockholders . . . . .	13
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None



## Funded Debt.

DESCRIPTION OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.		
	Date of issue.	Date of maturity.			Rate.	Amount accrued during year.	Amount paid during year.
Dover Gas Light Co. ....	1905	1925	\$250,000	\$145,000	5 <sup>7</sup> / <sub>8</sub> %	\$7,479.11	\$7,479.11
United Gas & Electric Co. ....	1897	1917	250,000	250,000	5 <sup>7</sup> / <sub>8</sub> %	12,500.00	12,500.00
*Bennington Water Power & Light Co. ....	1893	1923	100,000	64,000	5 <sup>7</sup> / <sub>8</sub> %	3,200.00	3,200.00
†Hoosick Falls Electric Co. ....	1900	1930	75,000	65,000	5 <sup>7</sup> / <sub>8</sub> %	3,250.00	3,250.00
‡Hoosick Falls Illuminating Co. ....	1905	1935	150,000	75,500	5 <sup>7</sup> / <sub>8</sub> %	3,775.00	3,775.00
§Brattleboro Gas Light Co. ....	1903	1923	80,000	72,000	5 <sup>7</sup> / <sub>8</sub> %	3,604.18	3,604.18
Brattleboro Street Railway notes. ....	1900	1920	25,000	3,000	5 <sup>7</sup> / <sub>8</sub> %	.....	.....
*Bennington Water Power & Light Co. ....	1899	1919	30,000	12,500	5 <sup>7</sup> / <sub>8</sub> %	625.00	625.00
†Bennington Elec Co. ....	1905	1935	175,000	98,500	4 <sup>1</sup> / <sub>2</sub> %	4,432.50	4,432.50
First and Refunding Bonds. ....	1906	1926	1,500,000	**995,000	4 <sup>1</sup> / <sub>2</sub> %	42,146.31	42,146.31
Total .....			\$2,635,000	\$1,780,500		\$81,012.10	\$81,012.10

\* No more of this issue can be put out. This company is part of the Bennington Electric Co.

† No more of these bonds can be issued, the company being now the Hoosick Falls Illuminating Co.

‡ \$65,000 par value of the authorized issue is reserved to refund underlying Hoosick Electric Co.

§ No interest is paid on these notes by respondent, the original vendor assuming the interest.

|| \$76,500 (the amount unissued) of these bonds is reserved to cover underlying Bennington Water Power & Light Company's bonds.

\*\* \$54,000 held in treasury.

## General Balance Sheet.

*Assets.*

## Cash and current assets:

Account receivable . . . . .	\$9,197.12
Treasury bonds . . . . .	54,000.00
Special deposits . . . . .	2,388.75

## Capital advanced to branches:

Dover, N. H. . . . .	\$1,650,310.00
Bennington, Vt. . . . .	339,745.11
Brattleboro, Vt. . . . .	743,690.00
Hoosick Falls, N. Y. . . . .	311,255.20

3,045,000.31

## Open accounts with branches:

Dover, N. H. . . . .	\$265,038.05
Bennington, Vt. . . . .	46,792.60
Brattleboro, Vt. . . . .	180,163.30
Hoosick Falls, N. Y. . . . .	42,151.06

534,145.01

Total . . . . .

\$3,644,731.19*Liabilities.*

## Current liabilities:

Interest accrued on funded debt . . . . .	\$22,650.13
Bills payable (promissory notes) . . . . .	43,308.20
Accounts payable . . . . .	4,718.75

70,677.08

Funded debt . . . . . 1,780,500.00

Sinking fund reserves . . . . . 1,500.00

Capital stock, preferred . . . . . 250,000.00

Capital stock, common . . . . . 1,250,000.00

National Light, Heat &amp; Power Co . . . . . 93,140.93

Hoosick Falls, stock purchase account . . . . . 52,005.20

Surplus. . . . . 146,907.98

Total . . . . .

\$3,644,731.19

## Special Deposits.

Knickerbocker Trust Co., New York.

To cover bond interest due on the first and refunding mortgage bonds . . . . . \$2,351.25

Vermont National Bank.

To cover on the bonds of the Brattleboro Gas Light Co. . . . . 37.50

Total . . . . .

\$2,388.75

Income Account.			
Non-operating revenues:			
From Brattleboro Division	. . .	\$37,740.55	
From Dover Division	. . . . .	78,906.78	
From Bennington Division	. . .	21,199.63	
From Hoosick Falls Division	. .	18,510.63	
Gross income . . . . .			\$156,357.59
Deductions from gross income:			
Interest on funded debt	. . . . .	\$81,012.10	
Home Office expenses	. . . . .	2,434.30	
Total deductions from gross income . . .			83,446.40
Net income . . . . .			\$72,911.19
Surplus at beginning of year . . . . .			130,246.79
Total surplus . . . . .			\$203,157.98
Dividends on preferred stock	. . .	\$12,500.00	
Dividends on common stock	. . .	43,750.00	
Total dividends . . . . .			56,250.00
Surplus at close of year . . . . .			\$146,907.98

# WARREN WATER & LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Warren, N. H.

## Principal Officers.

President . . . . .	Archie A. Head . . . . .	Warren, N. H.
Clerk . . . . .	Edgar S. Carbee . . . . .	Warren, N. H.
Treasurer . . . . .	Edgar S. Carbee . . . . .	Warren, N. H.
General Manager . . . . .	Edgar S. Carbee . . . . .	Warren, N. H.

## Directors.

Archie A. Head . . . . .	Warren, N. H.
Edgar S. Carbee . . . . .	Warren, N. H.
Frank B. Little . . . . .	Warren, N. H.
Wm. H. Little . . . . .	Warren, N. H.
Mable S. Head . . . . .	Warren, N. H.

Term expires: June 13, 1913.

## History.

Date of incorporation: March 24, 1903.

Amended: April 4, 1907.

Incorporated under special law of the State of New Hampshire.

## Locality Served.

Warren.

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	25,000.00
Total par value outstanding . . . . .	7,700.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	9
Number of stockholders in New Hampshire . . . . .	8
Par value of capital stock held in New Hampshire . . . . .	\$7,200.00

Funded Debt.	
First mortgage bonds:	
Date of issue, January 5, 1908.	
Date of maturity, January 5, 1918.	
Total par value authorized . . . . .	\$25,000.00
Total par value outstanding . . . . .	25,000.00
Total par value held in treasury . . . . .	25,000.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Accounts receivable . . . . .	\$117.23
Materials and supplies . . . . .	56.95
Fixed capital . . . . .	8,903.93
Treasury bonds . . . . .	25,000.00
Deficit . . . . .	927.92
Total . . . . .	\$35,006.03
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$3.94
Bills payable (promissory notes) . . . . .	1,579.66
Accounts payable . . . . .	722.43
	\$2,306.03
Funded debt . . . . .	25,000.00
Capital stock . . . . .	7,700.00
Total . . . . .	\$35,006.03
Fixed Capital.	
Organization . . . . .	\$106.70
Land and water privilege . . . . .	1,000.00
Structures . . . . .	1,466.02
Machinery and apparatus . . . . .	3,783.34
Poles and fixtures . . . . .	119.11
Transmission conductors—overhead . . . . .	502.86
Distribution system—overhead . . . . .	470.69
Line transformers . . . . .	245.27
Electric meters . . . . .	252.04
Municipal street lighting system . . . . .	741.16
Miscellaneous expenditures during construction . . . . .	216.74
Total cost of fixed capital . . . . .	\$8,903.93

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**Income Account.**

Operating revenues:	
Commercial lighting . . . . .	\$662.20
Municipal lighting . . . . .	388.89
Other operating revenues (net) . . . . .	25.00
<hr/>	
Total operating revenues . . . . .	\$1,076.09
*Operating expenses:	
Production . . . . .	\$963.40
<hr/>	
Total operating expenses . . . . .	\$963.40
Taxes . . . . .	
	20.54
<hr/>	
Total revenue deductions . . . . .	983.94
<hr/>	
Gross income . . . . .	\$92.15
Deductions from gross income:	
Interest on unfunded debt . . . . .	97.62
<hr/>	
Net loss . . . . .	\$5.47
<hr/>	
Deficit at beginning of year . . . . .	922.45
<hr/>	
Deficit at close of year . . . . .	\$927.92

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**Production and Sales.**

(No record.)

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<b>Services Rendered.</b>	
Number of consumers . . . . .	38
Number of meters in service . . . . .	22
Connected load . . . . . k.w.	30

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# WENTWORTH HALL ELECTRIC LIGHT COMPANY.

(M. C. WENTWORTH, OWNER.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Jackson, N. H.

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## Locality Served.

Jackson.

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Note.—Furnishing electricity is not the principal business of this operator. The utility is operated in connection with other business.

The plant was built in about 1895 for the purpose of generating current for use in the hotel known as Wentworth Hall and Cottages. The entire cost of the electric plant, including machinery and 24" steel tube line, was about \$13,000.00.

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## Income Account.

Operating revenues . . . . .	\$75.00
Operating expenses: (No segregation is made.)	
Net earnings . . . . .	\$75.00

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Current is furnished for street lights for which no charge is made.

The earnings represent receipts for current sold to one consumer, Mr. C. H. Ditson of New York, a summer resident.

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WEST LEBANON.

(See Mascoma Electric Light & Gas Company.)

# WHITEFIELD ELECTRIC LIGHT COMPANY.

## WHITEFIELD, N. H.

YEAR ENDING JUNE 30, 1912.

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### Location of Office.

Berlin National Bank Building, Berlin, N. H.

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### Principal Officers.

President . . . . .	L. B. Eastman . . . . .	Berlin, N. H.
Vice-President . . . . .	M. H. Taylor . . . . .	Berlin, N. H.
Clerk } . . . . .	*A. H. Eastman . . . . .	Berlin, N. H.
Treasurer }		

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### Directors.

Lillian B. Eastman . . . . .	Berlin, N. H.
M. H. Taylor . . . . .	Berlin, N. H.
*A. H. Eastman . . . . .	Berlin, N. H.
Term expires: When successor is elected.	

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### History.

Date of incorporation: March 23, 1897.  
Incorporated under special law of the State of New Hampshire.

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### Locality Served.

Whitefield.

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\* Deceased June 27, 1912. (Duties now performed by vice-president.)



Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		300
Par value of one share . . . . .		\$100.00
Total par value authorized . . . . .		30,000.00
Total par value outstanding . . . . .		20,000.00
Dividends:		
Amount declared during year . . . . .		600.00
Rate, 3%.		
Number of stockholders . . . . .		3
Number of stockholders in New Hampshire . . . . .		3
Par value of capital stock held in New Hampshire . . . . .		\$20,000.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$4,651.02	
Accounts receivable . . . . .	360.30	
		\$5,011.32
Fixed capital . . . . .		12,500.00
Deficit . . . . .		12,319.10
Total . . . . .		\$29,830.42
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$30.42	
Bills payable (promissory notes) . . . . .	9,800.00	
		\$9,830.42
Capital stock . . . . .		20,000.00
Total . . . . .		\$29,830.42
Fixed Capital.		
Poles and fixtures . . . . .		\$1,000.00
Distribution system . . . . .		7,300.00
Electric services . . . . .		600.00
Line transformers . . . . .		1,200.00
Electric meters . . . . .		1,400.00
Municipal street lighting system . . . . .		1,000.00
Total cost of fixed capital . . . . .		\$12,500.00

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$3,246.08
Municipal lighting . . . . .	990.00
Total operating revenues . . . . .	\$4,236.08
Operating expenses:	
Sundry . . . . .	\$2,201.28
Total operating expenses . . . . .	\$2,201.28
Taxes . . . . .	117.20
Total revenue deductions . . . . .	2,318.48
Gross income . . . . .	\$1,917.60
Deductions from gross income:	
Interest on unfunded debt . . . . .	500.71
Net income . . . . .	\$1,416.89
Deficit at beginning of year . . . . .	13,135.99
Total deficit . . . . .	\$11,719.10
Dividends . . . . .	600.00
Deficit at close of year . . . . .	\$12,319.10

ALLEN P. WILSON.

New Boston, N. H.

(See New Boston Electric Light Plant.)

# F. P. WOODBURY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main Street, Salem Depot, N. H.

## Locality Served.

Salem.

### General Balance Sheet.

#### *Assets.*

#### Cash and current assets:

Cash . . . . .	\$35.84
Accounts receivable . . . . .	\$66.41

\$902.25

Materials and supplies . . . . .	300.00
----------------------------------	--------

Fixed capital . . . . .	18,345.00
-------------------------	-----------

Total . . . . .	\$19,547.25
-----------------	-------------

#### *Liabilities.*

#### Current liabilities:

Taxes accrued . . . . .	\$130.23
Bills payable (promissory notes) . . . . .	28.77

\$159.00

Capital invested . . . . .	19,388.25
----------------------------	-----------

Total . . . . .	\$19,547.25
-----------------	-------------

### Fixed Capital.

Land . . . . .	\$1,500.00
----------------	------------

Structures . . . . .	2,900.00
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Machinery and apparatus . . . . .	4,600.00
-----------------------------------	----------

Poles and fixtures . . . . .	3,900.00
------------------------------	----------

Transmission conductors—overhead . . . . .	1,467.00
--	----------

Distribution system—overhead . . . . .	693.00
--	--------

Electric services . . . . .	1,040.00
-----------------------------	----------

Line transformers . . . . .	891.00
-----------------------------	--------

Electric meters . . . . .	304.00
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Municipal street lighting system . . . . .	1,050.00
--	----------

Total cost of fixed capital . . . . .	\$18,345.00
---------------------------------------	-------------

<b>Income Account.</b>	
Operating revenues:	
Commercial lighting . . . . .	\$2,664.38
Municipal lighting . . . . .	1,445.00
Total operating revenues . . . . .	\$4,109.38
Operating expenses:	
Production . . . . .	\$453.00
Transmission and distribution . . . . .	273.23
Insurance . . . . .	20.00
Miscellaneous . . . . .	1,200.00
Total operating expenses . . . . .	\$1,946.23
Taxes . . . . .	130.23
Total revenue deductions . . . . .	2,076.46
Net earnings . . . . .	\$2,032.92
<b>Production and Sales.</b>	
Kilowatt hours generated . . . . . k.w.h.	33,000
<b>Services Rendered.</b>	
Number of consumers . . . . .	104
Number of meters in service . . . . .	38

## WOODSVILLE.

See Woodsville Aqueduct Company.)

(Water Utilities—Section XII.)

## ELECTRIC UTILITY STATISTICS.

Name of utility.	Capital stock outstanding.	Funded debt outstanding.	Fixed capital all departments.	Cash and current assets excluding materials and supplies.	Current liabilities.	Gross income of the utility.	Total deductions including operating expense.	Net income.	Deficit.	Div. %
Allen, The William F. Co.....	\$30,000	.....	\$67,438.68	\$11,199.10	\$49,336.56	\$10,362.09	\$6,548.67	\$3,813.42	.....	.....
Alton Electric Light & Power Co.....	.....	.....	9,800.00	450.00	8,350.00	2,750.00	1,500.00	1,250.00	\$211.01	6
†American Woolen Co.....	.....	.....	.....	.....	.....	2,720.51	2,931.52	.....	.....	.....
Ashland Electric Light Co.....	15,000	.....	16,084.63	628.96	1,856.81	1,855.08	1,615.12	239.96	.....	a
***Ashuelot Gas and Electric Co.....	140,000	.....	223,945.03	14,699.28	98,500.00	1,358.85	30.00	1,328.85	.....	.....
Berlin Electric Light Co.....	50,000	.....	53,957.59	67,913.22	40,409.09	28,537.32	23,801.62	4,675.70	.....	.....
Berlin-Shelburne Power Co.....	50,000	.....	279,833.62	36,268.51	284,450.36	40,873.46	32,834.25	8,039.21	.....	.....
Berwick & Salmon Falls Electric Co.....	9,300	.....	49,300.00	1,132.70	11,271.52	9,616.48	7,223.13	2,393.35	.....	.....
Bethlehem Electric Light Co.....	50,000	11,000	77,000.00	1,995.87	17,122.09	9,689.38	7,339.61	2,349.77	.....	3
Blackwater Power Co.....	15,000	.....	15,000.00	.....	.....	.....	.....	.....	.....	.....
Bradford Electric Lighting Co.....	50,000	25,000	93,606.52	59.59	14,200.00	13,423.09	7,699.52	5,723.57	.....	6
Bradford Light & Power Co.....	10,000	.....	10,000.00	112.05	47.42	1,344.60	97.42	1,247.18	.....	.....
Bristol Electric Light Co.....	16,000	.....	42,002.17	3,314.81	12,127.95	6,044.57	4,971.14	1,673.43	.....	.....
†Campton Electric Light Co.....	2,000	.....	2,800.00	350.00	.....	700.00	524.50	175.50	.....	.....
Canaan Light, Heat & Power Co.....	650	.....	224.08	85.99	129.89	.....	.....	.....	.....	.....
††Cascade Electric Light and Power Co.....	40,000	40,000	214,752.50	7,892.58	34,523.73	38,753.74	17,711.47	21,042.27	.....	.....
Cascade Light & Power Co.....	100,000	100,000	10,000.00	.....	.....	.....	.....	.....	.....	.....
Central New Hampshire Power Co.....	10,000	.....	621,151.25	12,512.14	103,622.16	75,825.38	67,308.48	8,516.90	.....	.....
Claremont Gas & Electric Co.....	700,000	400,000	17,506.34	3,834.17	1,659.01	12,899.38	10,182.77	2,716.61	.....	.....
Cloutman Gas & Electric Co.....	15,000	.....	1,054,354.34	27,839.60	104,231.69	106,021.46	77,611.70	28,409.76	.....	.....
Concord Electric Co.....	675,000	295,000	4,402,478.61	53,442.13	72,892.03	278,884.94	186,126.55	92,758.39	.....	.....
Connecticut River Power Co. of N. H.....	2,000,000	1,992,000	23,000.00	11,815.59	218.22	6,697.98	3,180.22	3,517.76	.....	6
Contocook Electric Light Co.....	24,000	.....	1,500.00	.....	.....	510.00	425.00	85.00	.....	d
†Craig, Rockwell F.....	1,500	.....	.....	.....	.....	.....	.....	.....	.....	.....
Derry Electric Co.....	50,000	50,000	103,724.76	2,815.02	1,786.33	22,190.02	20,310.24	1,879.78	.....	6
Carried forward	\$4,053,450	\$2,948,000	\$7,389,460.12	\$258,431.31	\$856,734.86	\$671,658.33	\$480,032.93	\$191,836.41	\$211.01	.....

Brought forward	\$1,033,450	\$2,048,000	\$7,389,400.12	\$258,431.31	\$850,734.86	\$671,658.33	\$180,032.93	\$191,836.41	\$211.01	
**Dublin Electric Co.	10,000	15,000	36,118.50	1,200.65	8,244.68	1,823.47	1,370.07	453.40	4	7
Exeter & Hampton Electric Co.	100,000		116,403.37	6,037.30	23,037.11	30,431.44	21,865.82	8,565.62	4	7
Fall Mt. Electric Light & Power Co.	125,000	65,000	274,299.57	17,210.30	2,653.17	65,708.81	43,584.51	22,184.30	6	
Fox & Putnam.	*		1,530.00	203.35	26.10	2,022.60	1,717.10	305.50	6	
Franklin Light & Power Co., The.	150,000		177,638.07	6,846.40		26,538.05	12,445.46	14,092.50	6	
Goodell Co.						6,669.60	3,814.15	2,793.45	10	
Goodrich Falls Electric Co.	36,000		36,000.00	6,414.48	4,950.27	8,151.75	3,040.80	5,110.95	10	
Greenville Electric Lighting Co.	2,000		3,018.11	300.00	13.00	2,811.00	2,807.40	3.60	25	
Groveton Electric Light Co.	10,000		18,369.97	1,238.83	2,078.00	5,835.29	2,603.01	3,232.28	25	
Henry, J. E. & Sons Co.						5,101.70	4,156.00	945.70	12	
Hillsborough Electric Light and Power Co.	35,000		66,268.64	1,354.82	511.20	9,063.90	3,618.35	5,445.55		
Haffrey & Troy Electric Light Co.										
Jones & Linscott Electric Co.	40,000	15,000	50,962.49	2,852.12	2,352.17	6,588.81	5,421.48	1,167.33	e	
**Keene Gas and Electric Co., "Keene"	200,000	194,500	488,676.98	5,443.44	162,072.15	51,430.31	35,204.25	16,226.06	e	
**Keene Gas and Electric Co., "Peterboro"	*		38,775.76	1,299.08	41,453.52	473.20	321.99	151.21	f	
Kelley, Percy	3,050		3,050.00			700.00	45.00	655.00	f	
Keniston, W. H. & Son.	1,300		1,200.00	50.00		248.00	79.30	168.70	f	
**Hacoma Gas and Electric Co.	480,000	275,000	787,045.35	28,902.20	53,617.11	32,000.34	25,015.41	6,984.93	f	
Laconia Light & Power Co.										
Lancaster and Jefferson Electric Co.	40,000	40,000	83,306.77	2,053.20	7,566.22	5,056.23	2,409.99	2,646.24	6	
Lebanon Electric Light and Power Co.	18,000		31,016.24	10,143.91	1,267.80	18,983.78	12,251.39	6,732.50	6	
Lisbon Light and Power Co., The.	45,000		65,537.67	3,498.13	13,823.23	8,804.70	5,077.87	3,726.83	6	
London Electric Plant.	4,000		4,000.00	87.29	91.71	119.16	123.58		4.42	
Lyman Falls Power Co.	63,000	85,000	192,913.63	2,313.75	73,600.00	25,296.53	13,955.21	11,341.32	15	
McIntosh Falls Electric Light Co.	2,000		1,550.00	246.05	154.15	741.23	587.33	153.90	g	
Manchester Traction, Light & Power Co.	2,800,000	2,000,000	2,824,974.50	103,670.51	275,510.71	580,673.99	271,687.01	308,986.98	g	
Carried forward	\$8,219,330	\$5,637,500	\$12,692,205.74	\$549,707.12	\$1,529,757.16	\$1,566,932.22	\$953,235.41	\$613,912.24	\$215.43	

(Continued)

For references, see page 1009.

ELECTRIC UTILITY STATISTICS—*Concluded.*

Name of utility.	Capital stock outstanding.	Funded debt outstanding.	Fixed capital, all departments.	Cash and current assets excluding materials and supplies.	Current liabilities.	Gross income of the utility.	Total deductions including operating expense.	Net income.	Deficit.	Div. %
Brought forward.....	\$8,219,330	\$5,637,500	\$12,692,205.74	\$549,797.12	\$1,529,757.16	\$1,566,932.22	\$953,235.41	\$613,912.24	\$215.43	
Marlboro Electric Light, Heat and Power Co.....	14,700	.....	16,141.00	6,004.30	16,038.00	3,041.40	11,412.63	13,230.95	8,371.23	23½
Mascoma Electric Light & Gas Co.....	49,600	.....	112,355.91	18,767.72	50,060.01	33,812.09	20,581.14	118.70	.....	4½
Meredith Electric Light Co.....	16,000	5,000	13,550.95	652.44	1,978.70	4,681.51	4,512.81	118.28	.....	h
Meriden Electric Light and Power Co.....	3,000	.....	3,202.52	.....	134.96	733.28	615.00	2,226.61	.....	8
Milford Light & Power Co.....	195,000	150,000	337,434.87	7,964.91	5,466.94	23,470.87	21,244.26	50,441.23	.....	h
**Nashua Light, Heat and Power Co.....	600,000	.....	805,253.45	14,458.29	24,697.24	206,562.76	156,121.53	1,226.93	.....	h
New Boston Electric Light Plant.....	* 8,184.07	.....	9,500.00	626.19	1,942.12	2,611.37	1,384.44	.....	.....	.....
\$New Hampshire W. & El. P. Co. of Me.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Hampton Electric Light and Power Co.....	4,000	.....	4,183.75	316.61	177.00	1,399.29	\$55.83	543.46	.....	5
Newmarket Electric Co.....	100,000	.....	100,000.00	2,367.21	5,335.00	16,437.25	17,451.21	.....	963.96	.....
Newmarket Electric Light, Power & Heat Co.....	22,000	16,000	38,000.00	7.24	.....	1,000.00	996.00	4.00	.....	.....
Newport Electric Light Co.....	50,000	.....	85,624.74	6,337.56	13,811.94	31,956.06	24,718.04	7,238.02	.....	6
Penacook Electric Light Co.....	40,000	.....	45,453.43	4,096.19	2,634.30	10,238.94	7,552.57	2,636.37	.....	8
Pittsfield Light & Power Co.....	9,950	.....	13,593.36	313.67	4,190.69	3,463.56	3,516.97	.....	53.41	.....
Plaistow Electric Light & Power Co.....	2,750	.....	2,554.09	238.47	808.92	250.95	175.00	75.95	.....	.....
Plymouth Electric Light Co.....	10,000	.....	16,514.81	1,851.46	211.00	10,537.18	8,455.53	2,081.65	.....	.....
Raymond Electric Co.....	5,000	.....	6,564.58	523.88	3,727.84	4,745.54	3,955.51	790.03	.....	.....
Rockingham County Light & Power Co.....	1,000,000	600,000	2,045,042.62	20,291.15	252,826.58	278,734.40	275,087.87	3,646.53	.....	.....
Spaulding & Frost Co.....	.....	.....	.....	.....	.....	230.70	230.70	.....	.....	.....
Sunapee Electric Light & Power Co.....	j 10,000	.....	20,757.50	576.82	6,932.64	4,845.91	3,609.35	1,236.56	.....	j
Tilton Electric Light & Power Co.....	170,000	.....	170,132.74	5,970.31	1,520.46	16,828.91	10,142.78	6,686.13	.....	2½
* Twin State Gas & Electric Co., "Brattleboro".....	* 743,690	.....	909,174.95	16,989.03	14,254.58	84,231.26	47,490.71	36,740.55	.....	k
* Twin State Gas & Electric Co., "Dover".....	* 1,650,310	.....	1,863,335.54	24,329.86	26,885.66	182,353.55	83,446.77	78,906.78	.....	.....
* Twin State Gas & Electric Co., "Home Office".....	m 1,500,000	1,780,500	1,917.12	9,197.12	70,677.08	156,357.59	83,446.40	72,911.19	.....	m
Warren Water & Light Co.....	7,700	25,000	8,903.93	117.23	2,306.03	1,076.09	1,081.56	.....	5.47	.....
Wentworth Hall Electric Light Co.....	.....	.....	.....	.....	.....	75.00	.....	75.00	.....	.....
Whitefield Electric Light Co.....	20,000	.....	12,500.00	5,011.32	9,830.42	4,236.08	2,819.19	1,416.89	.....	3
Woodbury, F. P.....	* 19,388.25	.....	18,345.00	902.25	199.00	4,109.38	2,076.46	2,032.92	.....	.....
Woodsville Aqueduct Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	\$14,470,602.32	\$8,214,000	\$19,353,325.38	\$697,708.35	\$2,046,494.27	\$2,634,953.14	\$1,746,215.67	\$898,346.97	\$9,609.50	.....



\* Capital invested.

\*\* Report covers a period of six months.

† Electric and gas.

†† Property acquired by Cascade Light & Power Co.

‡ Utility operated in connection with other business.

‡‡ See water utilities.

§ Report rendered is unsatisfactory (and is not published).

§§ Report covers a period of one month.

a Common capital stock, \$70,000. Dividends paid: none.  
Preferred capital stock, \$70,000. Dividends paid:  $2\frac{1}{2}\%$  for the six months.

b Common capital stock, \$900,000.

Preferred capital stock, \$100,000.

c Common capital stock, \$450,000.

Preferred capital stock, \$225,000.

d Common capital stock, \$1,500,000. Dividends paid: none.

Preferred capital stock, \$500,000. Dividends paid:  $6\frac{1}{2}\%$ .

e Common capital stock, \$150,000. Dividends paid:  $4\frac{1}{2}\%$  for the six months.

Preferred capital stock, \$50,000. Dividends paid:  $2\%$  for the six months.

f Common capital stock, \$250,000. Dividends paid: none.

Preferred capital stock, \$230,000. Dividends paid:  $3\%$  for the six months on \$150,000.

g Paid regular dividend of  $8\frac{1}{2}\%$  and an extra dividend of  $5\%$ .

h Common capital stock, \$150,000. Dividends paid: none.

Preferred capital stock, \$45,000. Dividends paid:  $7\%$  on such as was issued during the year.

i Common capital stock, \$9,000. Dividends paid:  $6\frac{1}{2}\%$ .

Preferred capital stock, \$100. Dividends paid:  $6\%$ .

j Includes net income from railway operations amounting to \$6,971.23.

k Common capital stock, \$1,250,000. Dividends paid:  $3\%$  and an extra dividend of  $\frac{1}{2}\%$ .

Preferred capital stock, \$250,000. Dividends paid:  $5\%$ .



## Rates.

The following table shows the rates charged for electricity in the several towns of the state on April 1, 1913.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service'						Street lights.	
	Max.		Min.		Max.		Price.	
	Gross cents.		Gross cents.		Net cents.		Candle power.	Per year. dollars.
Alstead.....	13	6	13	6	25	20.00	.....	.....
(Fall Mountain Electric Light and Power Co., Bel- lows Falls, Vt.)					60	32.00	.....	.....
Alstead.....					40	11.00*	3	2
<p>Other rates same as Manchester.</p> <p>Rates for light range from 13 cents per k.w.h. for 4-36.9 k.w.h. to 6 cents per k.w.h. for 500 k.w.h. and more, per month. Rates for power, 3 cents per k.w.h. for 0-2222 k.w.h. per month and 2 cents per k.w.h. for 3333 k.w.h. and over, flat rate \$66.66 for 2222-3333 k.w.h. consumption per month. Minimum charges 50 cents per month, which includes current up to 4 k.w.h.</p> <p>*Arc lights for street service, 450 watt, \$75.00 per year. Street lights, all night service.</p>								

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.



## Rates.—Continued.

NAME.	LIGHT.						Power.		Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.
	Rates per k.w.h. Yearly service.				Street lights.		Rates per k.w.h.		
	Max.	Min.	Max.	Min.	Candle power.	Per year. dollars.	Max. cents.	Min. cents.	
Ashuelot.....	10*	10*	10*	10*	32	12.00	.....	.....	Same rates as Keene.
Bartlett..... (Goodrich Falls Electric Co.)	.....	.....	10*	10*	.....	.....	.....	.....	Rate for lights 10 cents per k.w.h. and meter rental \$2.00 per year; 15 cents per k.w.h. for halls and lodge rooms, irregular use and summer hotels, with meter rental as above. Summer cottages for summer and occasional winter use, 20 cents per k.w.h., meter rental as above. Churches 10 cents per k.w.h., meter rental as above. Street lights, all night service, every night.
Bath.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Lisbon. No street lights.
Bedford.....	.....	.....	.....	.....	25 60	20.00 32.00	.....	.....	Other rates same as Manchester.
Belmont.....	.....	.....	.....	.....	.....	.....	.....	.....	“Belmont Village District” buys current of Tilton Electric Light and Power Co., and furnishes current for lighting. This is not under the control of the Public Service Commission.

Company	10	4.5	9	4.05	24	14.00	6	2.4	Other rates same as Antrim.
Bennington.....									
Berlin.....					16	8.00			Rate for light, 10 cents per k.w.h. with meter discounts ranging from 1% for 25 k.w.h. to 55% for 1500 k.w.h. or over per month. Minimum charge \$1.00 per month. Discount 10% if paid before 10th of the following month.
(Berlin Electric Light Co.)					32	11.25			
and									
(Cascade Electric Light and Power Co.)									Rate for power, 6 cents per k.w.h. with meter discounts ranging from 5% for 150 k.w.h. to 60% for 9500 k.w.h. per month. Minimum bill \$1.00 for single phase and \$2.00 for two or three phase, per month. Discount same as for lighting.
									Rate for heat, 5 cents per k.w.h. with discounts ranging from 1% for 75 k.w.h. to 80% for 700 k.w.h. or over per month. Minimum bill and discount same as for lighting. Arc lights (450 watts) to city \$50.00 each per year, and 16 c. p. lights for interior lighting to city \$5.00 per year—or meter rates.
Berlin-Shelburne Power Co.....									This company furnishes current to the Berlin Electric Light Co., and the Burgess Sulphite Fibre Co., at \$31.50 per h.p. per year.
Bethlehem.....									
(Bethlehem Electric Light Co.)	10*	10*	10*	10*	30	12.00			* Rate for light 10 cents per k.w.h. plus meter rental of 10% of cost. Minimum charge \$1.00 per month (current 90 cents, rental 10 cents). Summer lighting rate, 15 cents per k.w.h. with meter rental 10% of cost, and minimum charge \$10.00 for season. Summer hotel rate 15 cents per k.w.h. up to \$500.00 per season and 10 cents per k.w.h. for balance.

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.		Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.	
	Rates per k.w.h. Yearly service.			Street lights.			Rates per k.w.h.			
	Max.	Min.	Max.	Min.	Price.	Candle power.	Per year. dollars.	Max. cents.		Min. cents.
Boscawen.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Penacook.	
Bradford..... (Bradford Light and Power Co.)	.....	.....	.....	.....	.....	24	12.00	.....	.....	Flat rates for house lighting, \$5.00 for first light and \$1.00 for each additional light, with minimum charge of \$18.00 per house per year. Flat rates for customers range from \$3.00 to \$101.00 per year, according to circumstances.
Brentwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Newmarket, except special rate of \$48.34 per month for 186-16 c.p. incandescent lights in Rockingham County buildings. No street lights.
Bridgewater.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Bristol.
Bristol..... (Bristol Electric Light Co.)	12	8	12	6.67	.....	25	12.00	8	3.5	Rates for light, 12 cents per k.w.h. per 1-100 k.w.h., 10 cents for excess over 100 and under 201 k.w.h., and 8 cents per k.w.h. for excess over 200 k.w.h. per quarter. The same prices hold for heating, cooking,

and power, when the current required does not exceed the capacity of a 2500-watt transformer. Minimum charge, \$3.00 per quarter. Power rates range from 8 cents per k.w.h. for 50 k.w.h. or less, to 6 cents per k.w.h. for excess over 100 k.w.h. and under 201 k.w.h. quarterly; and with customer's transformers, 5 cents per k.w.h. for 201-300 k.w.h. and 4 cents per k.w.h. for excess over 300 k.w.h. quarterly. For strictly daylight service, customer's transformer and meter, rates range from 6 cents for 1-500 k.w.h. to 3½ cents for excess over 4000 k.w.h. quarterly. Minimum charge \$2.00 per h.p. per quarter. Current for cooking and heating, 6 cents per k.w.h., with minimum charge of \$6.00 for electric ranges for the months April-Sept. Discount of 16⅔% on quarterly bills of \$3.60 or more if paid in 10 days; except for daylight power service the discount applies to bills of \$30.00 or more per quarter. Flat rate, \$5.00 per year, net, for each 16 c.p. lamp, payable quarterly. Special flat rates to churches, town and lodge buildings range from \$1.00 to \$2.50 per 16 c.p. light per year, payable quarterly, 10% discount.

Rate for light, 10 cents per k.w.h., net.

Flat rate, 50 cents per month per 16 c.p. light, sunset to midnight, from June 1st to Sept. 30th.

Campton..... (Campton Electric Light Co.)	10	10	10	10	25	7.50	.....
Canobie Lake..... (See Salem.)	.....	.....	.....	.....	.....	.....	.....

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.						Rates per k.w.h.	
	Max.		Min.		Price.			
	Gross cents.	Net cents.	Gross cents.	Net cents.	Candle power.	Per year, dollars.	Max. cents.	Min. cents.
Center Harbor . . . . . (Percy Kelley)	15	15	15	15	48	13.62	....	....
Charlestown . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
Chesterfield . . . . .	.....	.....	.....	.....	.....	.....	.....	.....
Claremont . . . . .	15	15	15	8.25	60	20.00	7.5	1

Outlines of rates, discounts, minimum charges, summer rates, flat rates, are lights, etc.

Rate for current, 15 cents per k.w.h., net.

Same rate as Alstead.

Same rate as Keene.

Rate for light, 15 cents per k.w.h. No discount on monthly bills under \$1.00. Discounts on lighting range from 20% for 7-10 k.w.h. to 45% for 150 k.w.h. or over, with corresponding minimum charges ranging from \$1.00 to \$13.50 per month. Rate for power, 7½ cents per k.w.h. Discounts for power range from 10% for 100-150 k.w.h. to 50% for 1000-2000 k.w.h., with corresponding minimum charges ranging from \$7.50 to \$41.25 per month. Flat rate for lighting using a maximum demand

meter, 1 cent per watt per month, maximum demand. For large power consumers the rates range from 1 cent to 1½ cents per k.w.h., according to the number of hours' service and the minimum payment guaranteed. Street lights, all night service, arc lamp \$75.00 per year.

Rate for light, 10 cents per k.w.h. Meter discounts range from 1% for 25 k.w.h. to 45% for 1000 k.w.h. per month. Discount of 5% on all bills paid on or before the 10th of the following month. Minimum charge, \$1.00 per month. Street lights, all night service.

Rates for light range from 13 cents per k.w.h. for 1-42 k.w.h. to 10 cents per k.w.h. for 141-144 k.w.h. per month. Discount, 1 cent per k.w.h. if paid in 15 days. Minimum charge, \$1.00 per month. Arc lamp, 5 cents per k.w.h. with service charges \$1.50 per lamp. Flat rate for residences, 1 cent per watt per month regulated by excess indicator above 100 watts. Photographer's light for printing, 8 cents per k.w.h.; discount 1 cent per k.w.h. if paid in 15 days. Current for tailor's iron, 5 cents per k.w.h., with minimum charge \$1.00 per month or flat rate \$2.50 each per month, net. Lights for public hall ways and porches range from 50 cents per month for 30-watt carbon or 25-watt tungsten to \$2.00 per

Colebrook..... (The William F. Allen Co. West Stewartstown.)	10	10	9.5	52.25	32	8.00	.....	.....
Concord..... (Concord Electric Co.)	13	10	12	9	40 60 200	18.00 23.50 48.50	7	1.75

(Continued)





Connecticut River Power Co. ....	.....	.....	.....	.....	.....	.....	Furnishes current to Keene Gas & Elec- tric Co. at 1.1 cents per k.w.h., with .1 cent discount on bills paid in 15 days.
Contoocook ..... (Contoocook Elec- tric Light Co.)	10	6	10	6	25	12.50	Rates for light, 10 cents per k.w.h. for first 15 k.w.h., 8 cents per k.w.h. for second 15 k.w.h., 6 cents per k.w.h. for all over 30 k.w.h. per month, net. Minimum charge \$1.00 per month.
Conway .....	.....	.....	.....	.....	.....	.....	Same rates as Bartlett.
Derry ..... (Derry Electric Co.)	14	14	14	10.5	40	15.00*	Rate for light, 14 cents per k.w.h., with discounts ranging from 5% on bills of \$1.50-\$3.00 to 25% on bills of \$18.00 or more. Minimum charges 50 cents per month for 5 ampere meter or \$1.00 per month for 10 ampere meter or larger. 8 cents per k.w.h. for residences not contain- ing over 1½ k.w. capacity of lighting etc., with additional service charge of \$1.00 per month for each service, and for residences of more than 1 k.w. installation \$1.00 per k.w. of demand per month for each k.w. above 1½ k.w. Discount of 5% if paid on or before the 10th of the following month. Special long burners rate, base 14 cents per k.w.h. When the use of current exceeds 50 hours use of lighting demand and the current used exceeds 15 k.w.h. per month, the ex- cess is charged for at 7½ cents per k.w.h. Discount of 5% if paid on or before the 10th

(Continued)



paratus, 10 cents per k.w.h., with discounts ranging from 10% per 20-40 k.w. to 40% per 200-300 k.w., and minimum charge of \$1.00 per month per h.p. up to 5 h.p., and 50 cents per month for each h.p. above 5 h.p. For customers having not less than 15 h.p. connected and running 7 to 10 hours per day for 300 days per year, the rate for power is, for first 3000 kilowatts 3 cents, second 3000 kilowatts 2½ cents, balance 2¼ cents, and for same customers' lighting, demand not to exceed 50% of power demand, 10 cents per k.w.h. Discount of 5% if paid on or before the 10th of the following month. Minimum charge, \$1.50 per month per horse power installed, except that for customers not using power between 4 and 9 o'clock p.m. the minimum charge is not less than 50 cents per month. \*Are lights, street, \$60.00 each per year.

Same rates as Derry.

Rate for residence and business, 15 cents per k.w.h. Minimum charge, \$6.00 per year per meter. Discount, 5% on all bills if paid on or before the 10th of the following month. Yearly service rate, \$60.00 per year, payable monthly, per kilowatt of demand, and 6 cents per k.w.h. for first 200 k.w.h. per month, and 3 cents per k.w.h. for all exceeding 200 k.w.h. per month. Discount 5% if paid on or before the 10th

(Continued)

Derry Village .....	15	8*	14.25	7.6	60	26.31**	10	2
Dover .....					80	30.52		
(Twin State Gas & Electric Com-pany. Dover Division.)					200	56.84		
					350	84.20		

## Rates.—Continued.

NAME.	LIGHT.						POWER.		Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.			
	Rates per k. w. h. Yearly service.						Street lights.					
	Max.	Min.	Max.	Min.	Price.		Rates per k. w. h.					
					Gross cents.	Net cents.		Candle power.		Per year, dollars.	Max. cents.	Min. cents.
Twin State Gas & Electric Company, concluded.									of the following month. *Special residence rate, yearly contract, 8 cents per k. w. h. with service charge of \$1.00 per month up to two kilowatts capacity for lighting, small motors and heating appliances not rated as connected load except when each motor or appliance exceeds 600 watts capacity. Discount 5% as above. Power rates range from 10 cents per k. w. h. first 40 k. w. h. to 2 cents per k. w. h. from 10000-50000 k. w. h. with load factor discounts ranging from 2% on 15 k. w. h. per h. p. of demand to 40% for 400 k. w. h. per h. p. of demand. Minimum charge, \$1.00 per month per h. p. of demand. Minimum demand, 60% of total capacity of motors installed. Cash discount 10% if paid in 10 days. Flat rate, flatirons for laundries, 5 cents per k. w. h., discount 15%			

for prompt payment. Rates for churches, public halls, etc., range from 15 cents per k.w.h. for 0-25 k.w.h. per month to 8 cents per k.w.h. for all in excess of 300 k.w.h. per month, discount 5% if paid before the 10th of the following month. \*\*Street lighting, \$84.20 per lamp per year for 6.6 ampere arc lamps, and for mazda lamps, from \$84.20 for 350 c.p. to \$26.31 per lamp per year for 60 c.p., all and every night service,—discount of 1% per year for contracts running from 1-5 years. Rates for special classes of electric service vary from 15 cents per k.w.h. to 1½ cents per k.w.h., according to circumstances.

Rates for light range from 14 cents per k.w.h. for 0-99 k.w.h. per month to 8 cents per k.w.h. for over 1000 k.w.h. per month. Discount 10% if paid on or before the 10th of the month. Minimum charge \$1.00 per month. Summer rate, 6 cents additional per k.w.h. applying to all requiring service during the months May to October, both inclusive, only; and to those requiring service during any of said months at a rate of maximum demand in excess of the average maximum demand for the other six months of the year. Summer rate, minimum bill for each meter installed ranges from \$9.00 for 15 lights or less to \$50.00 for 100 lights or over per season. Discount as above. Power rates range from 7½ cents per k.w.h.

Dublin.....  
(Dublin Electric Co.)

14 8 12.6 7.2 32 12.00 7.5 2.25

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.		Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.
	Rates per k.w.h. Yearly service.			Street lights.			Rates per k.w.h.		
	Max.	Min.	Max.	Min.	Price.	Max.	Min.		
	Gross cents.	Gross cents.	Net cents.	Net cents.	Candle power.	Per year, dollars.	Max. cents.	Min. cents.	
Dublin Electric Co., <i>concluded.</i>									for 0-99 k.w.h. per month to 2½ cents per k.w.h. for 7500-10000 k.w.h. per month. Corresponding rates for h.p. hour range from 5.625 cents to 1.6875 cents. Discount as above. Minimum payments on motors range from \$1.00 per month per h.p. for 1-7½ h.p. to 50 cents per month per h.p. for over 50 h.p.
Durham.....						32	12.50	.....	Other rates same as Newmarket.
East Derry.....								.....	Same rates as Derry.
East Rochester.....								.....	Same rates as Dover.
East Swanzev.....								.....	Same rates as Keene.
Enfield..... (American Woolen Co.)	15	15	15	15		32	10.00	.....	Rate, 15 cents per k.w.h., net. Minimum charge, 50 cents per month.

Epping.....	18	8	18	8	25	10.50	.....			Other rates same as Newmarket.
Exeter..... (Exeter & Hampton Electric Co.)	15	8	15	7.6	40	14.80*	6	2	3	Rates for light, 18 cents and 8 cents per k.w.h. The rate is affected by the amount of current, the number of 16 c.p. lamps, and the month of the year. In June-Aug. 1 k.w.h. for each 16 c.p. lamp is 18 cents; in Sept.-Nov., and March-May, 1½ k.w.h. for each 16 c.p. lamp is 18 cents per k.w.h.; and in Dec.-Feb., 2 k.w.h. for each 16 c.p. light is 18 cents per k.w.h., and the balance in all cases is at 8 cents per k.w.h. Power rates range from 8 cents per k.w.h. for 0-499 k.w.h. to 3 cents per k.w.h. for over 2000 k.w.h. per month. Rate for heating and cooking, 4 cents per k.w.h. *Street lights, 450-watt are at \$62.779 each, per year. 12.30 o'clock, moonlight schedule. Rates for special cases range from 12 cents to 5 cents per k.w.h.
Farmington..... (Cloutman Gas & Electric Co.)	15	8	15	7.6	40	14.80*	6	2	3	Rates for light range from 15 cents per k.w.h. for 1-5 k.w.h. to 8 cents per k.w.h. for 101-150 k.w.h. per month. Discount, 5% on bills over 50 cents if paid on or before the 20th of the following month. Minimum charge, 50 cents per month, and 25 cents for use of meter when bills are not over \$1.00 per month. Rates to large users of light, heat and power range from 6 cents to 2 cents per k.w.h., according to circumstances. *Street lighting contract, \$14.80 each for 120 40-c.p. and 15 60-c.p., lamps

(Continued)



## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.			Street lights.			Rates per k.w.h.	
	Max.	Min.	Max.	Min.	Price.			
	Gross cents.	Gross cents.	Net cents.	Net cents.	Candle power.	Per year. dollars.	Max. cents.	Min. cents.
Cloutman Gas & Electric Co., con- cluded.								
Franconia.....								
Franklin.....	12	8	12	8	200	35.00*	6	3
(The Franklin Light & Power Co.)					100	22.50		
					60	18.00		
					32	15.00		

Outlines of rates, discounts, minimum charges, summer rates,  
flat rates, arc lights, etc.

per year; additional 40-c.p. lamps, \$8.00  
each per year.

Same rates as Bethlehem. No street  
lights.

Rates for residences and stores open 3  
or more nights per week are 12 cents per  
k.w.h. for first 10 k.w.h., 10 cents per k.w.h.  
for second 10 k.w.h., and 8 cents per k.w.h.  
for all above first 20 k.w.h. Stores open  
less than 3 nights per week, 12 cents per  
k.w.h. Minimum charge, \$12.00 per year.  
Power rate, \$35.00 per h.p. per year for  
5 h.p. or more, and from 3 cents to 6 cents  
per k.w.h. for small users. \*Street lights,  
66-amp. arc, \$65.00 per year.



## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.			Street lights.			Rates per k.w.h.	
	Max.	Min.	Max.	Min.	Price.		Max.	Min.
	Gross cents.	Gross cents.	Net cents.	Net cents.	Candle power.	Per year. dollars.	cents.	cents.
Groveton, <i>concluded</i> ... (Lyman Falls Power Co.).....								
Gilford.....								
Hampton.....					32	20.00		
Hampton Beach.....					32	*		
Hampton Beach Precinct.....					32	*		
Hanover.....	12	6	12	6	40	10.00	8	3
(Mascoma Electric Light and Gas Co. White River Junction, Vt.)								

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

Supplies electric current to Groveton Electric Co. and Odell Mfg. Co. at  $\frac{3}{4}$  cent per k.w.h.

Same rates as Laconia.

Other rates same as Exeter.

\*\$2.00 per month, 32 c.p. street light, 3 months. Other rates same as Exeter.

\*\$2.50 per month, 32 c.p. street light, July and August. Other rates same as Exeter.

Rates for light, 12 cents per k.w.h. first 10 k.w.h. per month, 10 cents per k.w.h. second 10 k.w.h., and 8 cents per k.w.h. for excess over 20 k.w.h. per month. Business places open every night, 6 cents above 20 k.w.h. per month. For hotels and power



## Rates.—Continued.

NAME.	LIGHT.					POWER.		
	Rates per k.w.h. Yearly service.			Street lights.		Rates per k.w.h.		
	Max.	Min.	Max.	Min.	Price.	Max. cents.	Min. cents.	
								Gross cents.
	Gross cents.	Gross cents.	Net Cents.	Net cents.	Candle power	Per year. dollars.	Max. cents.	Min. cents.
Hillsboro Electric Light & Power Co., <i>concluded.</i>	10	6	10	6	40 80	17.00 20.00	8	2
Hinsdale..... (Twin State Gas & Electric Co., Brattleboro, Vt. Division.)								

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

following month. Minimum charge, \$1.00 per month. Flat rates, 4 c.p. lights in hallways—all night—50 cents per light per month. 16 c.p. lights in barns, ordinary lighting hours, 50 cents per light per month. Flat rates for residences and other buildings varying from 50 cents to \$10.00 per month, according to circumstances.

Rates for light, 10 cents per k.w.h. for first 25 k.w.h., 9 cents for second 25 k.w.h., 8 cents for next 50 k.w.h., and 6 cents for all over 100 k.w.h. per month. Minimum charge, 50 cents per month.

Power rates range from 8 cents per k.w.h. for first 50 k.w.h. to 2 cents per k.w.h. for all over 1000 k.w.h. per month. Minimum bill, 50 cents per month per h.p. connected. Street lighting, all and every night service.

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

following month. Minimum charge, \$1.00 per month. Flat rates, 4 c.p. lights in hallways—all night—50 cents per light per month. 16 c.p. lights in barns, ordinary lighting hours, 50 cents per light per month. Flat rates for residences and other buildings varying from 50 cents to \$10.00 per month, according to circumstances.

Rates for light, 10 cents per k.w.h. for first 25 k.w.h., 9 cents for second 25 k.w.h., 8 cents for next 50 k.w.h., and 6 cents for all over 100 k.w.h. per month. Minimum charge, 50 cents per month.

Power rates range from 8 cents per k.w.h. for first 50 k.w.h. to 2 cents per k.w.h. for all over 1000 k.w.h. per month. Minimum bill, 50 cents per month per h.p. connected. Street lighting, all and every night service.

Hooksett.....	.....	.....	.....	.....	25	20.00	.....	.....	Other rates same as Manchester.
Hopkinton.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Contocook.
Holderness.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Plymouth.
Hudson.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Nashua.
Jackson.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Bartlett.
Jaffrey.....	16	12	14.4	10.8	40	20.00	.....	.....	Rates for light, 16 cents per k.w.h. for first 10 k.w.h., 14 cents per k.w.h. for second 10 k.w.h., and 12 cents per k.w.h. for all over 20 k.w.h. per month. Discount, 10% if paid in 10 days.
Keene..... (Keene Gas & Electric Co.)	14	8	12.6	7.2	40	18.00	7.5	2.25	Rates for light range from 14 cents per k.w.h. for 0-99 k.w.h. to 8 cents per k.w.h. for over 1000 k.w.h. per month. Rates for summer service, May-Oct., only, or requiring service during any of said months at a rate of maximum demand in excess of the average maximum demand for the other six months in the year, are uniformly 6 cents per k.w.h. higher than the yearly rate. Rates for power range from 7½ cents per k.w.h. for 0-99 k.w.h. to 2¼ cents per k.w.h. for 7500-10000 k.w.h. per month. Corresponding rates per h.p.h. range from 5.625 cents to 1.6875 cents. Discount, 10% if paid on or before the 10th of the month in which the bill is presented. Minimum charge, yearly rate, \$1.00 per month,

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.			Street lights.		Rates per k.w.h.	Max. cents.	Min. cents.
	Max.	Min.	Max.	Min.	Price.			
	Gross cents.	Gross cents.	Net cents.	Net cents.	Candle power.	Per year dollars.		
Keene Gas & Electric Co., <i>concluded.</i>								
Kingston .....	15	15	14.25	8	32	27.00	7.5	1.5
Laconia .....								
(Laconia Gas & Electric Co.)								

Outlines of rates, discounts, minimum charges, summer rates, flat rates, are lights, etc.

summer rate ranging, for each meter, from \$9.00 for 15 lights to \$50.00 for 100 lights or over per season. Minimum charges for motors range from \$1.00 per h. p. for 1-7½ h.p. to 50 cents per h.p. for over 50 h.p. per month. Flat rates for window lighting, dusk to 10 p.m., 6 nights per week, range from \$6.00 per year per 25-watt lamp to \$43.80 per year per 250-watt lamp. Street lighting, arc, 410-watt lamp, \$90.00 per year, net, burning 4000 hours. Power for refrigerating plant, 3 cents per k.w.h., with minimum bill \$300.00 per year.

Other rates same as Exeter.

Rate for light, 15 cents per k.w.h. with discounts ranging from 5% on monthly bills amounting to \$1.00-\$2.00 to 46½% on monthly bills amounting to \$100.00 or

over, if paid on or before the 10th of each month. Minimum charge, \$1.00 per month. Rates for power range from 7½ cents per k.w.h. for 0-99 k.w.h. to 2¼ cents per k.w.h. for over 5000 k.w.h. per month. Discount of 10% if paid on or before the 10th of the month. Minimum charge for motors, \$1.00 per h.p. per month for 1-7½ h.p. and 75 cents per h.p. per month above 7½ h.p. For very large power consumption, net rates, 2 cents per k.w.h. for first 10000 k.w.h. per month, 1¼ cents per k.w.h. for second 10000 k.w.h. and 1½ cents for all over 20000 k.w.h. per month. \*Are lights, 1200 c.p., street, \$72.50 per year, all night service. Flat rates, according to circumstances.

Same as Laconia.

Rate for light, 10 cents per k.w.h., and flat rates; carbon lamps, 28 cents per month for 8-c.p., 42 cents for 16-c.p., and 84 cents for 32-c.p.; tungsten lamps, a sliding scale from 20 cents for 25-watt to 75 cents for 100-watt, per month. Flat rates for light, heat and power adjusted to circumstances. \*Are lights, street, \$75.00 per year.

Same rates as Lisbon.

Rate for light, 10 cents per k.w.h., with sliding scale of discounts applied at end of year; 10% to users of 1000 k.w.h., 15%

(Continued)





Lincoln..... (J. E. Henry & Sons Co.)	12	9	12	9	16 32	*	.....	Rate for light, 12 cents per k.w.h. for 0-50 k.w.h. per month, 9½ cents per k.w.h. for 51-100 k.w.h. per month, and 9 cents per k.w.h. for all amounts above 100 k.w.h. per month. *Street lights are at meter rates.
Lisbon..... (The Lisbon Light & Power Co.)	10	10	10	7.5	32	12.00*	.....	Rate for light, 10 cents per k.w.h. with discounts ranging from 5% on 50-100 k.w.h. per month to 25% on 350-475 k.w.h. per month. Meter rental, \$2.00 per year. Minimum rate, \$12.00 per year. Flat rates for 16 c.p. lights varying from \$5.00 to \$1.00 per year, according to circumstances. Tailor shop irons, \$15.00 per year. *Arc lights, street, \$96.00 per year. Flat rates for power and heat, according to circum- stances.
Londonderry.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Derry.
London..... (London Electric Plant.)	.....	.....	.....	.....	.....	.....	.....	Flat rate, \$1.50 per month per residence.
Manchester..... (Manchester Trac- tion, Light & Power Co.)	12	6	11.4	5.7	60	32.00*	.....	Rate for light and power, 12 cents per k.w.h. Discount, 5% if paid in 6 days. Minimum charge, \$1.00 for single phase and \$2.00 for three phase current per month per meter. Yearly lighting and power; primary rate, 12 cents per k.w.h.; secondary rate, when use of current exceeds the equivalent

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.			
	Rates per k.w.h. Yearly service.				Street lights.		Rates per k.w.h.			
	Max.	Min.	Max.	Min.	Price.	Candle power.	Per year. dollars.	Max. cents.	Min. cents.	
Gross cents.	Gross cents.	Net cents.	Net cents.							
Manchester Traction, Light & Power Co., (conded.)										

Outlines of rates, discounts, minimum charges, summer rates, flat rates, are lights, etc.

of 50 hours' use of the lighting demand or 20 hours' use of the power demand, provided this current use exceeds 20 k.w.h. per month, the excess will be charged at 6 cents per k.w.h. Discount, 5% if paid on or before the 6th of the following month. Minimum charge, \$1.00 and \$2.00 per meter per month for single and three phase current, respectively. Permanent service rates, 3 years or more, for light and power, \$36.00 per year per kilowatt of demand for first 5 kilowatts, \$24.00 per kilowatt of demand in excess of 5 and up to and including 20 kilowatts, and \$20.40 per year per kilowatt of demand in excess of 20 kilowatts, payable in equal monthly installments. For power alone, \$24.00 per kilowatt of demand from 2-20 kilowatts. These prices do not include

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

of 50 hours' use of the lighting demand or 20 hours' use of the power demand, provided this current use exceeds 20 k.w.h. per month, the excess will be charged at 6 cents per k.w.h. Discount, 5% if paid on or before the 6th of the following month. Minimum charge, \$1.00 and \$2.00 per meter per month for single and three phase current, respectively. Permanent service rates, 3 years or more, for light and power, \$36.00 per year per kilowatt of demand for first 5 kilowatts, \$24.00 per kilowatt of demand in excess of 5 and up to and including 20 kilowatts, and \$20.40 per year per kilowatt of demand in excess of 20 kilowatts, payable in equal monthly installments. For power alone, \$24.00 per kilowatt of demand from 2-20 kilowatts. These prices do not include

the supply of electricity, and 5 cents per k.w.h. is charged for the first 500 k.w.h. per month, 2½ cents per k.w.h. in excess of 500 and up to and including 2000 k.w.h. per month, and 1 cent per k.w.h. from 2000 up to and including 5000 k.w.h., and 6-10 cent per k.w.h. for all exceeding 5000 k.w.h. per month. For power alone the rate is 2½ cents from 2-2000 k.w.h. Discount of 5% if paid on or before the 6th of the following month. The above rates apply to standard 60 cycle single phase and three phase alternating current service at approximately 112 or 224 volts. Rates for high tension industrial power for a term of at least 5 years, \$1800.00 per year, monthly payments, up to and including 100 kilowatts of demand, \$18.00 for each kilowatt of demand over 100 kilowatts, and 1 cent per k.w.h. from 0-5000 k.w.h. per month, 6-10 cent per excess of 5000 k.w.h., and 5-10 cent per k.w.h. per excess of 25,000 k.w.h. per month. Discount as above. This applies to 60 cycle, three phase alternating current service at approximately 2300 or 10,000 volts. \*Street lights, 7½ amp. series arc lamps, \$90.00 per lamp per year.

Rate for light, 13 cents per k.w.h., net. Minimum charge, \$1.00 per meter per month. Street lights, all night service.

Marlboro.....	13	13	13	27	16.00	.....
(The Marlboro Electric Light, Heat & Power Co.)						

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.		Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.	
	Rates per k.w.h. Yearly service.				Street lights.		Rates per k.w.h.			
	Max.	Min.	Max.	Min.	Price.	Candle power.	Per year, dollars.	Max. cents.		Min. cents.
	Gross cents.	Gross cents.	Net cents.	Net cents.						
Marlow..... (R. F. Craig.)	10	10	10	10	32	15.00	....	....	Rate for light, 10 cents per k.w.h., net.	
Meredith..... (Meredith Electric Light Co.)	15	15	14.25	12	32	14.00	....	....	Rate for light, 15 cents per k.w.h., with discounts varying from 5% on bills amounting to 0-\$5.00 to 20% on bills exceeding \$15.00, if paid on or before the 10th of each month. Power rates, 6 cents per h.p.h. for 1-5 h.p., 4 cents per h.p.h. for 20 h.p. net. Street lighting to 12.30 o'clock every night.	
Meriden..... (Meriden Electric Light & Power Co.)	15	10	15	10	.....	.....	.....	.....	Meter rate, 15 cents per k.w.h. for first 8 k.w.h., 12 cents for next 7 k.w.h., and 10 cents per k.w.h. for excess over 15 k.w.h.	
Milan.....	.....	.....	.....	.....	.....	.....	.....	.....	Outside lights, 16-c.p. incandescent, 67 cents per month. Other rates same as Berlin.	

Milford..... (Milford Electric Light Co.)	16	16	14.4	8	25	15.00*	16	3	Rate for light and power, 16 cents per k.w.h., with discounts on bills for light ranging from 10% on bills amounting to \$0.00-\$5.00 to 50% on bills amounting to \$90.00-\$100.00 per month if paid in 10 days. Discounts on bills for power range from 40% on bills amounting to \$5.00-\$10.00 to 80% on bills amounting to \$150.00-\$200.00 per month, if paid on or before the 10th of the following month. On motors above 10 h.p. the rate is 3 cents per k.w.h. Minimum charge, \$1.00 per month per h.p. installed. *Are lights, street, \$100.00 each per year. Street lights, midnight and moonlight schedule. Rates for heating and cooking, exclusively, 5 cents per k.w.h., when bill for lighting and heating amounts to at least \$10.00 per month.
Monroe..... (McIndoe Falls [Vt.] Electric Light Co.)	.....	.....	.....	.....	16	2.00	.....	.....	Flat rate, \$2.00 per 16-c.p. light per year. 2-h.p. motor, milking, \$12.00 per year.
Mt. Vernon.....	16	16	16	16	25	18.00	16	16	Rate for light and power, 16 cents per k.w.h., net. Street lights, midnight service, every night. No are lights.
Nashua..... (Nashua Light, Heat & Power Co.)	14	14	12	9	32	30.00*	9	1.8	Rate for light, 14 cents per k.w.h., 12 cents if paid on or before the 10th of the following month. Discounts ranging from 5% on bills for \$10.00-\$20.00 to 25% on bills above \$100.00 per month,—not ap-

(Continued)



Newcastle.....									rates range from 50 cents to \$12.50 per month, according to circumstances. Street lights, midnight and moonlight service.
New Durham.....									Same rates as Portsmouth.
Newfields.....									Same rates as Alton.
New Hampton (New Hampton Electric Light & Power Co.)	10	10	10	10	10	25	10.50		Other rates same as Newmarket.
Newington.....									Rate for light, 10 cents per k.w.h. Flat rate \$35.00 per year, use not to exceed ten 16 c.p. lights burning at any one time, with discount 10% if paid in advance quarterly. Street lights, all night service.
Newmarket..... (Newmarket Electric Co.)	15	15	15	12	25	*			Same rates as Portsmouth. No street lights. Rate for light, 15 cents per k.w.h., with discounts ranging from 5% on bills from \$1.00-\$5.00 to 20% on bills over \$16.00 per month if paid when due. *Flat rates for street lighting, 10 arc lights and 105 incandescents 25-c.p. lights, \$166.67 per month.
Newport..... (Newport Electric Light Co.)	10	5	11	10	32	8.00*	5	2	Rate for light, 10 cents per k.w.h., and 25 cents per month service charge. Special rate of 6½ cents per k.w.h. to large users. Hospital rate, 5 cents per k.w.h. Power rates range from 5 cents per k.w.h. for 1000-2500 k.w.h. to 2 cents per k.w.h. for all over 100000 k.w. per year. 15 cents

Same rates as Portsmouth.

Same rates as Alton.

Other rates same as Newmarket.

Rate for light, 10 cents per k.w.h. Flat rate \$35.00 per year, use not to exceed ten 16 c.p. lights burning at any one time, with discount 10% if paid in advance quarterly. Street lights, all night service.

Same rates as Portsmouth. No street lights.

Rate for light, 15 cents per k.w.h., with discounts ranging from 5% on bills from \$1.00-\$5.00 to 20% on bills over \$16.00 per month if paid when due. \*Flat rates for street lighting, 10 arc lights and 105 incandescent 25-c.p. lights, \$166.97 per month.

Rate for light, 10 cents per k.w.h., and 25 cents per month service charge. Special rate of  $6\frac{2}{3}$  cents per k.w.h. to large users. Hospital rate, 5 cents per k.w.h. Power rates range from 5 cents per k.w.h. for 1000–2500 k.w.h. to 2 cents per k.w.h. for all over 100000 k.w.h. per year.

(Continued)





North Stratford.....	.....	.....	.....	.....	32	10.00	.....	.....	Other rates same as Groveton.
North Walpole.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Alstead.
North Woodstock..... (Fox & Putnam.)	15	15	15	15	32	11.77*	.....	.....	Rate for light, 15 cents per k.w.h., net. *Street lights, 12 cents per k.w.h.
Orford.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Haverhill.
Penacook..... (Penacook Electric Light Co.)	10	10	10	5	32	12.50*	4	2	Rate for light, 10 cents per k.w.h., with dis- counts ranging from $\frac{1}{2}\%$ for 11 k.w.h. to 50% for 200 k.w.h. per month. *Arc lights, street, 6 amp., \$71.50 per year. Flat rate for light, \$4.00 per year for each 16 c.p. light.
Peterboro.....	.....	.....	.....	.....	32	12.00*	.....	.....	Other rates same as Keene. *Midnight service.
Piermont.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Haverhill.
Pittsfield..... (Pittsfield Light & Power Co.)	18	16	18	14.4	32	17.25*	.....	.....	Rates for light, 18 cents per k.w.h. for first 10 k.w.h., 17 cents for second 10 k.w.h., and 16 cents per k.w.h. for all over 20 k.w.h. per month. Minimum charge, \$1.00 per month. Discount, 10% on bills over \$2.00 net, if paid in 5 days, to residences and hotels, 5% to all other places. *500-c.p. arc lamp, street lighting, \$75.00 per year.
Plaistow..... (The Plaistow Elec- tric Light & Power Co.)	15	12	15	12	.....	.....	.....	.....	Regular rates range from 15 cents per k.w.h. for first 100 k.w.h. to 12 cents per k.w.h. for fourth 100 k.w.h. per month. Contract rates range from \$15.00 for 100

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.			Street lights.		Power.	Rates per k.w.h.	
	Max.	Min.	Max.	Min.	Price.			
	Gross cents.	Gross cents.	Net cents.	Net cents.	Candle power.		Max. cents.	Min. cents.
The Plaistow Electric Light & Power Co., (concluded.)								
Plymouth.....	15	7½	15	7½	32	*	.....	
(Plymouth Electric Light Co.)								
Portsmouth.....	15	15	14	14	400*	96.80*	10	3
(Rockingham County Light and Power Co.)					320	80.30		
					200	54.35		
					100	33.50		
					80	28.95		
					60	25.45		

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

k.w.h. per year to \$48.00 for 400 k.w.h. per year. Minimum charge, \$15.00 net per year.

Rates for light, 15 cents per k.w.h. first 33⅓ k.w.h., 11¼ cents per k.w.h. next 133⅓ k.w.h., 7½ cents per k.w.h. all over 166⅔ k.w.h. per month. Minimum charge, \$1.00 per month. \*Contract with the town has expired—new schedule for street lighting is under consideration.

Rate for any use, 15 cents per k.w.h. with discount 1 cent per k.w.h. for prompt payment. Minimum charge, \$1.00 per month. Yearly lighting rate, \$60.00 per year per kilowatt of demand with current charge of 6 cents per k.w.h. from 0-200 k.w.h. per

month and 3 cents per k.w.h. for all electricity exceeding 200 k.w.h. per month. These yearly rates are payable in equal monthly installments and are net if paid on or before the 10th of the month, otherwise are subject to an addition of 5%. Electricity for residence use, not to exceed two kilowatts of lighting, 8 cents per k.w.h. in addition to a service charge of \$1.00 per month. Power rates range from 10 cents per k.w.h. for 0-25 k.w.h. to 3 cents per k.w.h. for 1001-3000 k.w.h., with first discounts ranging from 2% on 10 k.w.h. used, per kilowatt of demand, to 30% on 200 k.w.h. per kilowatt of demand and second discount 5% for prompt payment. Heating and cooking on separate meter, installation not less than 1 kilowatt, 5 cents per k.w.h. Signs, window and other display lighting, flat rate approximately 11 cents per k.w.h. \*Street lighting: \$95.00 per lamp per year for 6.6 ampere arc lamp, 4000 hour schedule; tungsten series street lamps as tabulated. Summer schedule, until midnight, 32-c.p. lamp, \$2.25 per month. Wholesale power rates for factories, electric light and street railway companies range from 3 cents per k.w.h. to 1.4 cents per k.w.h., according to amounts used and conditions. Special rates according to circumstances.

Rates for light, 18 cents per k.w.h. for first 10 k.w.h. per month, 17 cents per k.w.h. for second 10 k.w.h., and 16 cents per k.w.h. for all over 20 k.w.h. per month. Mini-

40 20.45  
32 18.45  
25 16.65

\*

\*

14.4

18

16

18

Raymond.....  
(Raymond Electric  
Co.)

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.						Street lights.	
	Max.		Min.		Max.		Price.	
	Gross cents.	Gross cents.	Net cents.	Net cents.	Candle power.	Per year, dollars.	Max. cents.	Min. cents.
Raymond Electric Co., <i>concluded.</i>								
Rochester.....								
Rollinsford.....								
Runney..... (W. H. Keniston & Son.)	12.5	12.5	12.5	12.5	52*	12.00		
Rochester.....								
Rollinsford.....								
Runney..... (W. H. Keniston & Son.)	12.5	12.5	12.5	12.5	52*	12.00		

Outlines of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

mun bill, \$1.00 per month. Discount, 10% on all bills over \$2.00 net if paid in 5 days. For large users, first 400 k.w.h., 10 cents per k.w.h., and all over 400k. w.h. per month, 8 cents per k.w.h. Flat rate for stores only, sliding rates ranging from \$1.00 per 40 watt lamp for single lamp to 40 cents each for 41-50 40 watt lamps. \*Street lighting, flat rate, \$83.33 per month for nine arc lights, 500-c.p., and eighteen 32-c.p. incandescent lights.

Same rates as Dover.

Same rates as Dover.

Rate for light, 12½ cents per k.w.h. net. Flat rate, three 40 watt lights for \$1.00 per month. \*Street lights average 52c.p.

Rates same as North Hampton.									
Rye.....	15	15	15	13.5	32	12.00	.....	.....	Rate for light, 15 cents per k.w.h. Discount, 10% on all bills over \$1.50 per month if paid in 10 days. Flat rate, 50 cents per month per 16-c.p. light, sunset to midnight. Outside lights, burning continuously, \$1.00 each 16 c.p. light per month. Street lights, moonlight schedule.
Salmon Falls.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Dover.
Somersworth.....	.....	.....	.....	.....	350 200 80 60	80.00* 54.00 29.00 25.00	.....	.....	Same rates as Dover. *The street lighting is on a five year contract, with a minimum charge of \$6,000 per year.
Spofford.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Keene.
Sunapee..... (Sunapee Light & Power Co.)	10*	10*	10*	10*	32	8.00	5	2	*Rates for general service, lighting, rectifiers and small motors used intermittently, 10 cents per k.w.h., and 25 cents per month service charge. Summer customers, 15 cents per k.w.h., and 25 cents per month service charge. Prepayment meters, tenement houses, 15 cents per k.w.h. Prepayment meters for summer cottages rented by the week, 25 cents per k.w.h. Hotels using 1000 k.w.h. or more per month, 7½ cents per k.w.h., and 25 cents per month service charge. Paper and pulp mills, all night lighting, 6½ cents per k.w.h. Regular power

(Continued)

## Rates.—Continued.

NAME.	LIGHT.						POWER.	
	Rates per k.w.h. Yearly service.			Street lights.			Rate per k.w.h.	
	Max.		Min.	Max.		Min.		
	Gross cents.	Min.	Gross cents.	Candle power.	Per year dollars.	Min. cents.		
Sunapee Light & Power Co., <i>concluded.</i>								
Swanзей Center.....	12	7		32	15.00*	7.5	2.5	
Tilton..... (Tilton Electric Light & Power Co.)								

Outline of rates, discounts, minimum charges, summer rates, flat rates, arc lights, etc.

rates range from 5 cents per k.w.h. for 1000-2500 k.w.h. per year to 2 cents per k.w.h. for all over 100000 k.w.h. per year. Auxiliary power, 5-10 h.p., \$2.00 per month and 3 cents per k.w.h.; 15-25 h.p., \$3.00 per month and 3 cents per k.w.h.

Same rates as Keene.

Residence lighting rates range from 12 cents per k.w.h. for 0-199 k.w.h. per month to 7 cents per k.w.h. for all over 1000 k.w.h. per month. Cooking rate, daytime, 6 cents per k.w.h. Minimum charge, \$1.00 per month. Flat rate, 50 cents for each 16 c.p. light per month. Rates for stores etc. range from 12 cents per k.w.h. for first 50 k.w.h. to 7 cents per k.w.h. for all over 100

k.w.h. per month. Stores and restaurants using day current, 8 cents per k.w.h. for 0-200 k.w.h. per month and 6 cents per k.w.h. for all over 200 k.w.h. per month. Power rates range from  $7\frac{1}{2}$  cents per k.w.h. for 0-99 k.w.h. per month to  $2\frac{1}{2}$  cents per k.w.h. for all over 5000 k.w.h. per month. Minimum charges on meters from 1- $7\frac{1}{2}$  h.p., \$1.00 per month, and above  $7\frac{1}{2}$  h.p., 75 cents per month per h.p. connected. Churches, secret societies, and picture halls, 6 cents per k.w.h. Flat rates, club rooms, \$3.00 per year for each 16 c.p. light. Factories using not less than 100 16-c.p. lights, \$1.50 per 16-c.p. light per year or 7 cents per k.w.h. Flat rate, power, \$50.00 per h.p. from 1-2 h.p., and \$40.00 per h.p. for 3 or more h.p., per year. To towns and village districts taking current for distribution for power, 1 cent per k.w.h., for other purposes 3 cents per k.w.h. \*Street lighting are lights, 1200 c.p. all night, \$77.50 per light per year. Flat rates, according to circumstances.

Rates for light, 16 cents per k.w.h. for first 10 k.w.h., 14 cents for second 10 k.w.h., and 12 cents per k.w.h. for all over 20 k.w.h. per month. Discount of 10% if paid before the 10th of the month. Minimum charge, \$1.00 per month. Street lights, all night service.

Same rates as Alstead.

Troy.....	16	12	14.4	10.8	32	18.00	.....
(Jaffrey & Troy Electric Co.)							
Walpole.....							.....

(Continued)



Rates.—*Concluded.*

NAME.	LIGHT.						POWER.		Outline of rates, discount, minimum charges, summer rates, flat rates, arc lights, etc.
	Rates per k.w.h. Yearly service.				Street lights.		Rates per k.w.h.		
	Max.	Gross cents.	Min.	Max.	Candle power.	Price.	Max. cents.	Min. cents.	
	Gross cents.	Net cents.	Net cents.		Per year, dollars.				
Warner.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Contoocook.
Warren..... (Warren Water and Light Co.)	12.5	12.5	10	10	32	8.50	.....	.....	Rate for light, 12½ cents per k.w.h., and flat rate 1¼ cents per watt, maximum demand, per month. Discount, 20% if paid before the 10th of the month. Minimum charge, \$1.25 per month. Flat rate, 1¼ cents and 1½ cents per watt connected, per month, for stores open 5 and 7 nights per week, respectively, with above discount.
Weirs.....	.....	.....	.....	.....	.....	.....	.....	.....	Same rates as Laconia, except that the minimum charge for light is \$2.00 per month, and for power is \$2.00 per h.p. per month. This is on a four months' basis.
West Lebanon.....	.....	.....	.....	.....	40	12.50*	.....	.....	Other rates same as Hanover. *Street lights,—all night, moonlight schedule.

Westport.....	.....	.....	.....	.....	.....	.....	Same rates as Keene.
West Stewartstown ..	.....	.....	.....	.....	.....	.....	Same rates as Colebrook.
West Swanzy .....	.....	.....	.....	.....	.....	.....	Same rates as Keene.
Whitefield.....	10	10	10	10	30	9.00	Rate for light, yearly customers, 10 cents per k.w.h. Minimum charge, \$1.00 per month. Summer customers, 15 cents per k.w.h. Minimum charge, \$10.00 per year.
Wilton.....	.....	.....	.....	.....	.....	.....	Same rates as Milford. No arc lights.
Winchester.....	.....	.....	.....	.....	.....	.....	Same rates as Keene.
Wvonlancet.....	20	20	20	20	.....	.....	Rate for light and power, 20 cents per k.w.h., net.
(The Wvonlancet Electric Co.)							
Woodsville.....	10	10	10	4	60	15.00	Rate for light, 10 cents per k.w.h., with discounts ranging from 10% on annual bills amounting to \$25.00-\$35.00, to 60% on annual bills amounting to \$250.00 or more. Flat rates, \$6.00 per 16 c.p. light, and \$9.00 per 32 c.p. light per year.
(Woodsville Aque-duct Co.)							



PART VII  
FERRIES



# EDWARD HAMEL

SUNCOOK, N. H.

YEAR ENDING JUNE 30, 1912.

Ferry is operated across the Merrimack River, between the towns of Allenstown and Bow.

Period during which the ferry is operated: May 1 to November 30, each year.

Original cost of ferry-boat: \$100.00.

Income Account.	
Revenue:	
Gross receipts from operation . . . . .	\$150.00
Deductions:	
For repairs . . . . .	30.00
Net earnings . . . . .	\$120.00
Rates.	
Foot passengers . . . . .	\$0.05
Single teams . . . . .	.15
Double teams. . . . .	.25
Automobiles . . . . .	.25



PART VIII  
GAS UTILITIES





# P. J. ABBOTT & CO.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main Street, Wilton, N. H.

## Partnership.

P. J. Abbott . . . . .	Wilton, N. H.
L. H. Baldwin . . . . .	Wilton, N. H.
W. H. Emerson . . . . .	Wilton, N. H.

## History.

Partnership established: 1899.

Each partner's interest:  $\frac{1}{3}$ .

## Locality Served.

Wilton.

## General Balance Sheet.

### Assets.

#### Cash and current assets:

Cash . . . . .	\$50.00	
Accounts receivable . . . . .	50.00	
		\$100.00
Materials and supplies . . . . .		11.00
Fixed capital . . . . .		865.00
Total . . . . .		\$976.00

### Liabilities.

Capital invested . . . . .	\$976.00
Total . . . . .	\$976.00

Fixed Capital.	
Machinery and apparatus . . . . .	\$600.00
Gas services . . . . .	200.00
General equipment . . . . .	65.00
Total cost of fixed capital . . . . .	\$865.00
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$225.00
Total operating revenues . . . . .	\$225.00
Operating expenses:	
Production . . . . .	\$192.50
Miscellaneous . . . . .	15.12
Total operating expenses . . . . .	\$207.62
Taxes . . . . .	2.55
Total revenue deductions . . . . .	210.17
Gross income . . . . .	\$14.83
Dividends . . . . .	14.83
Surplus at close of year. . . . .	\$0.00
Miscellaneous Statistics.	
The company uses a 200-light Davis Acetylene Generator, installed in July, 1903.	
Street mains in use June 30, 1912, 1,000 feet of 1 $\frac{1}{4}$ " iron pipe.	
Number of service pipes in use . . . . .	8
Consumers:	
Number at beginning of year. . . . .	11
Number discontinued during year . . . . .	3
Number at close of year . . . . .	8
Number of feet of gas sold during the year . . . . .	12,000

# CLAREMONT GAS LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Crescent Street, Claremont, N. H.

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## Principal Officers.

President . . . .	George H. Stowell . . . .	Claremont, N. H.
Treasurer . . . .	George A. Tenney . . . .	Claremont, N. H.

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## Directors.

Alvah W. Sulloway . . . . .	Franklin, N. H.
William F. Richards . . . . .	Newport, N. H.
George H. Stowell . . . . .	Claremont, N. H.
Frank P. Maynard . . . . .	Claremont, N. H.
George A. Tenney . . . . .	Claremont, N. H.
Ira G. Colby . . . . .	Claremont, N. H.

Term expires: June 18, 1913.

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## History.

Date of incorporation: June 27, 1860.

Amended: February 14, 1905.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Claremont.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	500
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	50,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	3,500.00
Rate, 7%.	
Number of stockholders . . . . .	1
(Monadnock Mills.)	
Number of stockholders in New Hampshire . . . . .	1
Par value of capital stock held in New Hampshire . . . . .	\$50,000.00

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Funded Debt.		
20-year first mortgage 4% gold bonds:		
Date of issue, July 1, 1905.		
Date of maturity, July 1, 1925.		
Total par value authorized . . . . .		\$50,000.00
Total par value outstanding . . . . .		50,000.00
Total par value held by respondent special funds .		4,000.00
Interest:		
Amount accrued during year . . . . .		2,000.00
Amount paid during year . . . . .		2,000.00
Rate, 4%.		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$2,450.96	
Accounts receivable—gas . . . . .	1,707.13	
Accounts receivable—sundry . . . . .	1,068.34	
		\$5,226.43
Materials and supplies . . . . .		5,006.61
Investments . . . . .		4,000.00
Fixed capital . . . . .		122,470.29
Prepayments . . . . .		74.09
Total . . . . .		\$136,777.42
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$161.65	
Consumers' deposits . . . . .	59.76	
Accounts payable . . . . .	1,623.40	
		\$1,844.81
Funded debt . . . . .		50,000.00
Sinking fund reserves . . . . .		11,998.19
Capital stock . . . . .		50,000.00
Surplus. . . . .		22,934.42
Total . . . . .		\$136,777.42
Sinking Fund Reserves.		
For the retirement of \$50,000.00 4% gold bonds due July 1, 1925 . . . . .		\$11,998.19

Investments.	
Nature of investment:	
Claremont Gas Light Co., gold bonds.	
Date of maturity: July 1, 1925.	
Par value . . . . .	\$4,000.00
Actual cost . . . . .	4,000.00
Carried on books at . . . . .	4,000.00
Income accrued during year . . . . .	40.00
Fixed Capital.	
Royalties, franchises and right of way . . . . .	\$30,590.76
Land . . . . .	5,000.00
Structures . . . . .	5,000.00
Machinery and apparatus . . . . .	29,881.20
Trunk lines and mains . . . . .	32,889.61
Gas services . . . . .	19,108.72
Total cost of fixed capital . . . . .	\$122,470.29
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$20,318.85
Merchandise and jobbing revenue (net) . . . . .	517.34
Total operating revenues . . . . .	\$20,836.19
Operating expenses:	
Production . . . . .	\$6,018.76
Insurance . . . . .	280.63
General depreciation . . . . .	2,206.61
Miscellaneous . . . . .	580.17
Total operating expenses . . . . .	\$9,086.17
Taxes . . . . .	631.73
Uncollectible bills . . . . .	115.47
Total revenue deductions . . . . .	9,833.37
Gross operating income. . . . .	\$11,002.82
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>		
Gross operating income. <i>Brought forward</i>		\$11,002.82
Non-operating revenues:		
Income from investments . . .	\$40.00	
Other non-operating revenues . .	78.19	
Total non-operating revenues . .	\$118.19	
Non-operating expenses . . . .	2,421.29	
Net non-operating deficit . . . .		2,303.10
Gross income . . . . .		\$8,699.72
Deductions from gross income:		
Interest on funded debt . . . .	\$2,000.00	
On % sinking fund . . . . .	1,918.19	
Total deductions from gross income . . . .		3,918.19
Net income . . . . .		\$4,781.53
Surplus at beginning of year . . . . .		21,652.89
Total surplus . . . . .		\$26,434.42
Dividends . . . . .		3,500.00
Surplus at close of year . . . . .		\$22,934.42

## Meter and Service Data.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
3 lt. . . . .	85	26	25	86
5 " . . . . .	611	162	126	647
10 " . . . . .	9	3		12
20 " . . . . .	3	5	3	5
30 " . . . . .	3	2		5
45 " . . . . .	1			1
60 " . . . . .	2			2
100 " . . . . .	2			2
150 " . . . . .	1			1
250 " . . . . .	1			1
Total . . . . .	718	198	154	762

	LENGTH. Cast iron ft.
Street mains in use June 30, 1912:	
2-inch . . . . .	10,560
4-inch . . . . .	31,680
6-inch . . . . .	10,500
Number of service pipes in use . . . . .	800
Consumers:	
Number at beginning of year . . . . .	718
Added during year . . . . .	198
Discontinued during year . . . . .	154
Number at close of year . . . . .	762
<b>Gas Made and Sold During the Year.</b>	
Number of feet of gas made during the year:	
Water gas . . . . .	15,471,600
Total gas made . . . . .	15,471,600
Number of feet of gas sold by meter during the year . . . . .	12,832,500
Number of feet of gas supplied to public lamps during the year . . . . .	52,500
Number of feet of gas used at works and offices during the year . . . . .	30,000
Total gas sold and used . . . . .	12,915,000
Number of feet unaccounted for during the year . . . . .	2,556,600



# CONCORD GAS LIGHT COMPANY.

(Non-operating company.)

YEAR ENDING JUNE 30, 1912.

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## Location of Treasurer's Office.

No. 6 School Street, Concord, N. H.

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## Principal Officers.

President . . . . .	F. A. Stillings . . . . .	Concord, N. H.
Clerk . . . . .	B. W. Couch . . . . .	Concord, N. H.
Treasurer . . . . .	John Kimball . . . . .	Concord, N. H.
Auditor . . . . .	John P. George . . . . .	Concord, N. H.

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## Directors.

John Kimball . . . . .	Concord, N. H.
Ferdinand A. Stillings . . . . .	Concord, N. H.
John M. Mitchell . . . . .	Concord, N. H.
Benjamin C. White . . . . .	Concord, N. H.
John P. George . . . . .	Concord, N. H.
William L. Stevens . . . . .	Concord, N. H.
Benjamin C. White . . . . .	Concord, N. H.

Elected each year at annual meeting.

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## History.

Date of incorporation: July 10, 1850.

Charter amended: July 15, 1854; June 29, 1866.

Incorporated under special law of the State of New Hampshire.

Note.—Not an operating company. Business is conducted by Concord Light & Power Company, lessee.

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### Capital Stock.

Number of shares authorized:	
Common stock . . . . .	3,000
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	150,000.00
Total par value outstanding . . . . .	150,000.00
Dividends:	
Amount declared during year . . . . .	12,000.00
Rate, 8%.	
A special dividend of \$1 per share was also paid September 1, 1911, out of proceeds of sale of electric plant to Concord Land & Water Power Company.	
Number of stockholders . . . . .	119
Number of stockholders in New Hampshire . . . . .	99
Par value of capital stock held in New Hampshire . . . . .	\$129,450.00

### General Balance Sheet.

#### Assets.

Cash and current assets:	
Cash . . . . .	\$6,136.89
Investments . . . . .	2,000.00
Fixed capital . . . . .	150,000.00
Total . . . . .	\$158,136.89

#### Liabilities.

Capital stock . . . . .	\$150,000.00
Surplus. . . . .	8,136.89
Total . . . . .	\$158,136.89

### Investments.

NATURE OF INVESTMENT.	Date of maturity.	Par value.	Actual cost.	Carried on books at.	Income accrued during year.
Bond:					
Atchison, Topeka & Santa Fe R. R. . . . .	1995	\$1,000	\$999.38	\$1,000	\$40.00
Bond:					
Boston & Albany R. R. . . . .	1913	1,000	1,005.22	1,000	40.00
Total . . . . .				\$2,000	\$80.00

Income Account.		
Non-operating revenues:		
*Lease of gas plant . . . . .		\$14,241.95
Income from investments . . . . .		80.00
Total non-operating revenues . . . . .		\$14,321.95
Non-operating expenses . . . . .		316.62
Net income . . . . .		\$14,005.33
Surplus at beginning of year . . . . .		9,131.56
Total surplus. . . . .		\$23,136.89
Dividends:		
On common stock . . . . .	\$12,000.00	
Special . . . . .	3,000.00	
Total dividends . . . . .		15,000.00
Surplus at close of year . . . . .		\$8,136.89

\*Settlement with lessee on operations during period April 1, 1911, to March 31, 1912.

CONCORD LIGHT AND POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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Location of Office.

No. 90 North Main Street, Concord, N. H.

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Principal Officers.

President . . . . .	B. A. Kimball . . . . .	Concord, N. H.
Vice-President . . . . .	Edson J. Hill . . . . .	Concord, N. H.
Clerk . . . . .	F. P. Andrews . . . . .	Concord, N. H.
Treasurer . . . . .	Lewis Lillie . . . . .	Philadelphia, Pa. P. O. Box 1902.
Manager . . . . .	Walton Clark . . . . .	Philadelphia, Pa. P. O. Box 1902.
Superintendent . . . . .	A. J. Smith . . . . .	Concord, N. H.

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Directors.

Benjamin A. Kimball . . . . .	Concord, N. H.
Randal Morgan . . . . .	Philadelphia, Pa.
Henry W. Stevens . . . . .	Concord, N. H.
Alvin B. Cross . . . . .	Concord, N. H.
Edson J. Hill . . . . .	Concord, N. H.
F. A. Stillings . . . . .	Concord, N. H.
F. P. Andrews . . . . .	Concord, N. H.

Term expires: First Tuesday in March, 1913.

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History.

Date of incorporation: April 21, 1893.  
Incorporated under the general law of the State of New Hampshire.

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Locality Served.

Concord.

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Capital Stock.	
Number of shares authorized . . . . .	4,000
Par value of one share. . . . .	\$50.00
Total par value authorized . . . . .	200,000.00
Total par value outstanding . . . . .	200,000.00
Dividends:	
Amount declared during year . . . . .	10,000.00
Rate, 5%.	
Number of stockholders . . . . .	33
Number of stockholders in New Hampshire . . . . .	28
Par value of capital stock held in New Hampshire . . . . .	\$79,250.00

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$7,555.83
Accounts receivable . . . . .	11,506.95
	\$19,062.78
Materials and supplies . . . . .	15,114.27
Fixed capital . . . . .	292,036.87
Prepayments . . . . .	504.98
Suspense . . . . .	612.49
Total . . . . .	\$327,331.39
<i>Liabilities.</i>	
Current liabilities	
Taxes accrued . . . . .	\$1,371.06
Other accrued accounts . . . . .	2,201.79
Accounts payable . . . . .	6,751.39
	\$10,324.24
Optional reserves . . . . .	1,108.74
Capital stock . . . . .	200,000.00
Surplus. . . . .	115,898.41
Total / . . . . .	\$327,331.39

Fixed Capital.	
*Intangible gas capital . . . . .	\$148,299.05
Extensions and improvements at works, "mains" . . . . .	18,569.31
Trunk lines and mains . . . . .	36,742.04
Gas services . . . . .	31,836.29
Gas meters . . . . .	27,146.50
Street lamp extension . . . . .	1,238.30
Construction, "water-gas plant" . . . . .	10,272.57
Extension of works, "plant" . . . . .	17,932.81
Total cost of fixed capital . . . . .	\$292,036.87

\* Represents cost of obtaining lease from United Gas Improvement Company.

Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$81,276.10
Municipal lighting . . . . .	4,668.03
Merchandise and jobbing revenue (net) . . . . .	1,669.60
Other operating revenues . . . . .	11.85
Total operating revenues . . . . .	\$87,625.58
Operating expenses:	
Production . . . . .	\$24,187.62
Transmission and distribution . . . . .	6,233.74
Insurance . . . . .	828.34
Miscellaneous . . . . .	19,189.54
Total operating expenses . . . . .	\$50,439.24
Taxes . . . . .	2,797.85
Uncollectible bills . . . . .	194.07
Total revenue deductions . . . . .	53,431.16
Gross income . . . . .	\$34,194.42
Deductions from gross income:	
Concord Gas Light Co., % lease . . . . .	\$14,372.48
United Gas Improvement Co., % guarantee payment . . . . .	1,000.00
Total deductions from gross income . . . . .	15,372.48
Net income . . . . .	\$18,821.94
Surplus at beginning of year . . . . .	107,076.47
Total surplus . . . . .	\$125,898.41
Dividends . . . . .	10,000.00
Surplus at close of year . . . . .	\$115,898.41

## Meter and Service Data.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
2 ft.....	74	5	8	71
3 ".....	1,668	348	357	1,659
5 ".....	2,169	620	430	2,359
10 ".....	62	13	9	66
20 ".....	42	8	9	41
30 ".....	19	6	4	21
45 ".....	2	1	1	2
50 ".....	6	6	5	7
60 ".....	10	13	10	13
100 ".....	7	8	8	7
Total.....	4,059	1,028	841	4,246

	LENGTH. Cast iron. ft.
Street mains in use June 30, 1912:	
2½-inch and under . . . . .	46,599
3-inch . . . . .	16,271
4-inch . . . . .	79,462
6-inch . . . . .	27,625
8-inch . . . . .	8,463
10-inch . . . . .	4,449
12-inch . . . . .	4,545
Number of service pipes in use . . . . .	3,241
Consumers:	
Number at beginning of year. . . . .	3,989
Added during year . . . . .	187
Number at close of year . . . . .	4,176

Gas Made and Sold During the Year.	
Number of feet on hand at beginning of year. . . .	69,500
Number of feet of gas made during the year:	
Water gas . . . . .	74,886,600
Total gas made and on hand . . . . .	74,956,100
Number of feet of gas sold by meter during the year. . . . .	65,023,400
Number of feet of gas supplied to public lamps during the year . . . . .	2,825,073
Number of feet of gas supplied to private lamps during the year . . . . .	210,812
Number of feet of gas used at works and offices during the year. . . . .	627,300
Number of feet of gas on hand at close of year . . . . .	62,700
Total gas sold, used and on hand . . . . .	68,749,285
Number of feet unaccounted for during the year . . . . .	6,206,815

## DOVER.

(See Twin State Gas &amp; Electric Co.)

(Electric utilities. Part VI.)



# EXETER GAS LIGHT COMPANY.

YEAR ENDING MAY 31, 1912.

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## Location of Office.

No. 153 Water Street, Exeter, N. H.

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## Principal Officers.

President . . . . .	Odiorne Swain . . . . .	Boston, Mass.
Clerk . . . . .	Arthur F. Cooper . . . . .	Exeter, N. H.
Treasurer . . . . .	A. Parker Browne . . . . .	Boston, Mass.
General Manager . . . . .	A. Parker Browne . . . . .	Boston, Mass.
Superintendent . . . . .	Arthur F. Cooper . . . . .	Exeter, N. H.

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## Directors.

Odiorne Swain . . . . .	Boston, Mass., 141 Milk St.
William Burlingame . . . . .	Exeter, N. H.
Arthur F. Cooper . . . . .	Exeter, N. H.
John Collomore Hatch . . . . .	Boston, Mass., Old South Bldg.
A. Parker Browne . . . . .	Boston, Mass., 141 Milk St.

Term expires: June 10, 1913.

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## History.

Date of incorporation: July 14, 1854.

Charter amended: June 28, 1859; June 20, 1862.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Exeter.

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### Capital Stock.

The company was incorporated July 14, 1854, by a special act of the legislature. Its capital stock was not to exceed \$100,000.00 divided into shares of \$100.00 each.

The original charter was amended by special act of the legislature approved June 28, 1859, dividing the capital stock into shares of \$50.00 each.

Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	50,000.00
Dividends:	
Amount declared during year . . . . .	3,500.00
Rate:	
One dividend at 3%.	
One dividend at 4%.	
Number of stockholders . . . . .	31
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$2,200.00

### General Balance Sheet.

#### Assets.

Cash and current assets:	
Cash . . . . .	\$1,686.53
Accounts receivable—gas . . . . .	1,956.58
Accounts receivable—sundry . . . . .	671.04
	<hr/>
	\$4,314.15
Materials and supplies . . . . .	5,520.14
Investments . . . . .	1,572.78
Fixed capital . . . . .	52,063.45
	<hr/>
Total . . . . .	\$63,470.52

#### Liabilities.

Current liabilities:	
Bills payable (promissory notes) . . . . .	\$1,000.00
Capital stock . . . . .	50,000.00
Surplus. . . . .	12,470.52
	<hr/>
Total . . . . .	\$63,470.52

### Investments.

#### Nature of investment:

House and lot—	
Actual cost . . . . .	\$1,500.00
Carried on books at . . . . .	1,572.78
Income accrued during year . . . . .	108.00

Fixed Capital.		
Land . . . . .		\$2,800.00
Structures . . . . .		12,500.00
Machinery and apparatus . . . . .		13,400.00
Trunk lines and mains . . . . .		17,100.00
Gas services . . . . .		2,422.07
Gas meters . . . . .		3,841.38
Total cost of fixed capital . . . . .		\$52,063.45
Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$17,269.16
Other operating revenues . . . . .		1,901.70
Total operating revenues . . . . .		\$19,170.86
Operating expenses:		
Production . . . . .	\$7,909.89	
Insurance . . . . .	211.89	
Miscellaneous . . . . .	6,653.00	
Total operating expenses . . . . .	\$14,774.78	
Taxes . . . . .	523.60	
Uncollectible bills . . . . .	61.57	
Total revenue deductions . . . . .		15,359.95
Gross operating income . . . . .		\$3,810.91
Non-operating revenues:		
Interest on bank deposits . . . . .	\$23.05	
Other non-operating revenues . . . . .	599.96	
Total non-operating revenues . . . . .		623.01
Net income . . . . .		\$4,433.92
Surplus at beginning of year . . . . .		11,536.60
Total surplus . . . . .		\$15,970.52
Dividends . . . . .		3,500.00
Surplus at close of year . . . . .		\$12,470.52

## Meter and Service Data.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close May 31, 1912
2 lt. ....	12	.....	1	11
3 " ....	378	13	18	373
5 " ....	321	28	17	332
10 " ....	10	1	1	10
20 " ....	11	.....	.....	11
30 " ....	8	.....	.....	8
50 " ....	1	.....	.....	1
60 " ....	1	.....	.....	1
80 " ....	1	.....	.....	1
150 " ....	1	.....	.....	1
Total .....	744	42	37	749

	LENGTH.		
	Cast iron. ft.	Wrought iron. ft.	Iron. ft.
Street mains in use May 31, 1912:			
1½-inch-1½-inch .....			7,268
2-inch .....		4,808	.....
3-inch .....	29,085	1,640	.....
4-inch .....	5,910	.....	.....
6-inch .....	3,775	.....	.....
10-inch .....	800	.....	.....

Number of service pipes in use . . . . .	495
Consumers:	
Number at beginning of year . . . . .	600
Added during year . . . . .	41
Discontinued during year . . . . .	12
Number at close of year May 31, 1912 . . . . .	629

Gas Made and Sold During the Year.	
Number of feet on hand, May 31, 1911 . . . .	44,200
Number of feet of gas made during the year:	
Coal gas. . . . .	12,005,300
Total gas made and on hand . . . . .	12,049,500
Number of feet of gas sold by meter during the year . . . . .	10,101,200
Number of feet of gas used at works and offices during the year . . . . .	195,100
Number of feet of gas on hand at close of year May 31, 1912 . . . . .	45,400
Total gas sold, used and on hand . . . . .	10,341,700
Number of feet unaccounted for during the year . .	1,707,800

## FRANKLIN.

(See the Franklin Light &amp; Power Company.)

(Electric utilities. Part VI.)

## KEENE.

(Keene Gas and Electric Company.)

(Electric utilities. Part VI.)

## LACONIA.

(See Laconia Gas and Electric Company.)

(Electric utilities. Part VI.)

# THE MANCHESTER GAS LIGHT COMPANY.

(Non-operating company.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

No. 902 Elm Street, Manchester, N. H.

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## Principal Officers.

President . . . . .	W. J. Hoyt . . . . .	Manchester, N. H.
Clerk . . . . .	N. P. Hunt . . . . .	Manchester, N. H.
Treasurer . . . . .	W. M. Parker . . . . .	Manchester, N. H.

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## Directors.

William J. Hoyt . . . . .	Manchester, N. H.
Walter M. Parker . . . . .	Manchester, N. H.
Nathan P. Hunt . . . . .	Manchester, N. H.
William B. Stearns . . . . .	Manchester, N. H.
Albert L. Clough . . . . .	Manchester, N. H.

Term expires: January 25, 1913.

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## History.

Date of incorporation: July 10, 1850.

Incorporated under special law of the State of New Hampshire.

Note.—Not an operating company. Business is conducted by The Peoples Gas Light Company, lessee, under a 50-year contract from July 1, 1887.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	1,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	100,000.00
Dividends:	
Amount declared during year . . . . .	32,000.00
(From rental received from lessee.)	
Number of stockholders . . . . .	84
Number of stockholders in New Hampshire . . . . .	60
Par value of capital stock held in New Hampshire . . . . .	\$90,700.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$27,304.16
Fixed capital . . . . .	90,000.00
Total . . . . .	\$117,304.16
<i>Liabilities.</i>	
Capital stock . . . . .	\$100,000.00
Surplus. . . . .	17,304.16
Total . . . . .	\$117,304.16

## Fixed Capital.

\$90,000.00.

The company has been leased for 25 years and the respondent is unable to make a sub-division.

Income Account.	
Non-operating revenues:	
Lease of gas plant . . . . .	\$32,500.00
Interest on bank deposits . . . . .	543.01
Total non-operating revenues . . . . .	\$33,043.01
Non-operating expenses . . . . .	511.87
Net income . . . . .	\$32,531.14
Surplus at beginning of year . . . . .	16,773.02
Total surplus . . . . .	\$49,304.16
Dividends . . . . .	32,000.00
Surplus at close of year . . . . .	\$17,304.16

## NASHUA.

(See Nashua Light, Heat and Power Company.)

(Electric utilities. Part VI.)

# NEW LONDON ACETYLENE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

New London, N. H.

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## Principal Officers.

President . . . . .	J. O. Wellman . . . . .	New London, N. H.
Vice-President . . . . .	C. C. Gardner . . . . .	New London, N. H.
Clerk . . . . .	A. H. Smith . . . . .	New London, N. H.
Treasurer . . . . .	A. H. Smith . . . . .	New London, N. H.
General Manager . . . . .	C. E. Shepard . . . . .	New London, N. H.

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## Directors.

James E. Shepard . . . . .	New London, N. H.
C. C. Gardner . . . . .	New London, N. H.
Henry H. Nichols . . . . .	Haverhill, Mass.
Justin O. Wellman . . . . .	New London, N. H.
Almon H. Smith . . . . .	New London, N. H.

Term expires: May, 1913.

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## History.

Date of incorporation: April 30, 1906.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

New London.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	120
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	3,000.00
Total par value outstanding . . . . .	1,425.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	11
Number of stockholders in New Hampshire . . . . .	10
Par value of capital stock held in New Hampshire . . . . .	\$1,025.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$100.20	
Accounts receivable . . . . .	320.00	
		\$420.20
Fixed capital . . . . .		1,800.00
Deficit . . . . .		1,323.80
Total . . . . .		\$3,544.00
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$19.00	
Bills payable (promissory notes) . . . . .	2,100.00	
		\$2,119.00
Capital stock . . . . .		1,425.00
Total . . . . .		\$3,544.00
Fixed Capital.		
Structures . . . . .		\$400.00
Machinery and apparatus . . . . .		600.00
Gas meters . . . . .		300.00
Municipal street lighting system . . . . .		300.00
General equipment . . . . .		200.00
Total cost of fixed capital . . . . .		\$1,800.00
Income Account.		
Operating revenues:		
Commercial lighting . . . . .		\$1,211.30
Municipal lighting . . . . .		300.00
Total operating revenues . . . . .		\$1,511.30
Operating expenses:		
Production . . . . .	\$787.92	
Maintenance . . . . .	65.00	
Miscellaneous . . . . .	317.98	
Total operating expenses . . . . .	\$1,170.90	
Taxes . . . . .	14.00	
Total revenue deductions . . . . .		1,184.90
Gross income . . . . .		\$326.40
<i>Carried forward</i>		

<b>Income Account.—<i>Concluded.</i></b>	
Gross income. <i>Brought forward.</i>	\$326.40
Deductions from gross income:	
Interest on unfunded debt . . . . .	63.00
Net income . . . . .	\$263.40
Deficit at beginning of year . . . . .	1,587.20
Deficit at close of year . . . . .	\$1,323.80

**Miscellaneous.**

The company operates a small acetylene plant which was constructed in 1906.

It is used for the purpose of lighting the main street and a few houses in the center of the town.

No record of number of feet sold.

# THE PEOPLES GAS LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Nos. 33-39 Hanover Street, Manchester, N. H.

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## Principal Officers.

President . . . . .	A. M. Heard . . .	Manchester, N. H.
Vice-President . . . . .	T. R. Varick . . .	Manchester, N. H.
Clerk . . . . .	D. D. Felton . . .	Manchester, N. H.
Treasurer . . . . .	W. G. Africa . . .	Manchester, N. H.
Manager . . . . .	W. G. Africa . . .	Manchester, N. H.

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## Directors.

W. F. Douthirt . . . . .	Philadelphia, Pa. P. O. Box 1902.
Walter M. Parker . . . . .	Manchester, N. H.
W. G. Africa . . . . .	Manchester, N. H.
Arthur M. Heard . . . . .	Manchester, N. H.
Thomas R. Varick . . . . .	Manchester, N. H.
D. D. Felton . . . . .	Manchester, N. H.
W. Byron Stearns . . . . .	Manchester, N. H.

Term expires: Third Tuesday in January, 1913.

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## History.

Date of incorporation: March 2, 1887.

Amended: August 8, 1910.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Manchester.

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Capital Stock.		
Number of shares authorized . . . . .		5,000
Par value of one share . . . . .		\$100.00
Total par value authorized . . . . .		500,000.00
Total par value outstanding . . . . .		500,000.00
Dividends:		
Amount declared during year . . . . .		30,000.00
Rate, 6%.		
Number of stockholders . . . . .		44
Number of stockholders in New Hampshire . . . . .		37
Par value of capital stock held in New Hampshire . . . . .		\$220,000.00
General Balance Sheet.		
Assets.		
Cash and current assets:		
Cash . . . . .	\$41,289.74	
Accounts receivable . . . . .	31,292.18	
		\$72,581.92
Materials and supplies . . . . .		66,779.33
Investments . . . . .		48,484.58
Fixed capital . . . . .		437,687.24
Prepayments . . . . .		984.45
Suspense . . . . .		7,787.37
Private land extension . . . . .		1,920.76
Total . . . . .		\$636,225.65
Liabilities.		
Current liabilities:		
Taxes accrued . . . . .	\$4,999.98	
Consumers' deposits . . . . .	2,277.14	
Accounts payable . . . . .	6,697.68	
		\$13,974.80
Optional reserves . . . . .		574.33
Capital stock . . . . .		500,000.00
Reserve fund payments and accruals . . . . .		54,733.20
Surplus . . . . .		66,943.32
Total . . . . .		\$636,225.65
Suspense.		
Accident and damage reserve . . . . .		\$6,251.96
New office—fittings . . . . .		1,284.45
Gas stove special . . . . .		250.96
Total . . . . .		\$7,787.37

Investments.	
Nature of investment:	
Charlestown, S. C., Consolidated Railway, Gas and Electric Co., common stock.	
Par value . . . . .	\$51,500.00
Actual cost . . . . .	48,484.58
Carried on books at . . . . .	48,484.58
Income accrued during year . . . . .	643.75
Fixed Capital.	
Real estate . . . . .	\$81.35
Extension and improvement at works . . . . .	156,402.82
Trunk lines and mains . . . . .	114,074.95
Gas services . . . . .	62,987.38
Gas meters . . . . .	51,237.57
Other tangible gas capital . . . . .	52,903.17
Total cost of fixed capital . . . . .	\$437,687.24
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$229,943.56
Merchandise and jobbing revenue (net) . . . . .	8,131.61
Other operating revenues (net) . . . . .	579.42
Total operating revenues . . . . .	\$238,654.59
Operating expenses:	
Production . . . . .	\$76,010.28
Transmission and distribution . . . . .	18,815.97
Insurance . . . . .	1,007.98
Miscellaneous . . . . .	37,631.51
Total operating expenses . . . . .	\$133,465.74
Taxes . . . . .	10,666.44
Uncollectible bills . . . . .	866.71
Total revenue deductions . . . . .	144,998.89
Gross operating income. . . . .	\$93,655.70
Non-operating revenues:	
Income from investments . . . . .	643.75
Gross income . . . . .	\$94,299.45
<i>Carried forward</i>	

**Income Account.—Concluded.**

Gross income. <i>Brought forward</i>	\$94,299.45
Deductions from gross income:	
Rental . . . . .	\$32,500.00
Reserve fund . . . . .	4,500.00
Reserve fund payment . . . . .	643.75
(Applied from non-operative revenue)	
Total deductions from gross income . . . . .	37,643.75
Net income . . . . .	\$56,655.70
Surplus at beginning of year . . . . .	40 287.62
Total surplus . . . . .	\$96,943.32
Dividends . . . . .	30,000.00
Surplus at close of year . . . . .	\$66,943.32

**Meter and Service Data.**

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
3 ft. . . . .	3,184	1,126	1,164	3,146
5 " . . . . .	6,271	2,029	1,257	7,043
10 " . . . . .	337	113	89	370
20 " . . . . .	95	49	53	91
30 " . . . . .	79	33	33	76
50 " . . . . .	52	12	16	48
45 " . . . . .	10	1	2	9
60 " . . . . .	7	2	3	6
80 " . . . . .	8	2	4	6
100 " . . . . .	30	14	14	30
150 " . . . . .	7	3	3	7
200 " . . . . .	1			1
250 " . . . . .	1			1
Total . . . . .	10,082	3,384	2,632	10,834

	LENGTH.	
	Cast iron. ft.	Wrought iron. ft.
Street mains in use June 30, 1912:		
2½-inch and under . . . . .		54,289
3-inch . . . . .	79,814	
4-inch . . . . .	148,120	
6-inch . . . . .	76,626	
8-inch . . . . .	18,966	
10-inch . . . . .	14,771	
12-inch . . . . .	5,853	
14-inch . . . . .	1,589	
16-inch . . . . .	1,346	
20-inch . . . . .	729	
Number of service pipes in use . . . . .		6,264
Consumers:		
Number at beginning of year . . . . .		10,082
Added during year . . . . .		3,384
Discontinued during year . . . . .		2,632
Number at close of year . . . . .		10,834
Gas Made and Sold During the Year.		
Number of feet on hand at beginning of year . . . . .		987,000
Number of feet of gas made during the year:		
Coal gas . . . . .	100,130,000	
Water gas . . . . .	124,801,000	
Total gas made . . . . .		224,931,000
Total gas made and on hand . . . . .		225,918,000
Number of feet of gas sold by meter during the year . . . . .	206,372,300	
Number of feet of gas supplied to private lamps during the year . . . . .	656,200	
Number of feet of gas used at works and offices during the year . . . . .	2,011,100	
Number of feet of gas on hand at close of year . . . . .	917,000	
Total gas sold, used and on hand . . . . .		209,956,600
Number of feet unaccounted for during the year . . . . .		15,961,400

# PITTSFIELD GAS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Pittsfield National Bank, Pittsfield, N. H.

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## Principal Officers.

President . . . . .	S. J. Winslow . . . . .	Pittsfield, N. H.
Clerk . . . . .	N. S. Drake . . . . .	Pittsfield, N. H.
Treasurer . . . . .	H. B. Fischer . . . . .	Pittsfield, N. H.
Superintendent . . . . .	N. M. Batchelder . . . . .	Pittsfield, N. H.

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## Directors.

Sherburne J. Winslow . . . . .	Pittsfield, N. H.
Charles H. Lane . . . . .	Pittsfield, N. H.
Chas. M. Bailey . . . . .	Rochester, N. H.
Nathaniel S. Drake . . . . .	Pittsfield, N. H.
Nathaniel M. Batchelder . . . . .	Pittsfield, N. H.
William A. Goss . . . . .	Dover, N. H.

Term expires: January, 1912, or "until others are chosen and qualified in stead."

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## History.

Date of incorporation: January 24, 1888.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Pittsfield.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	300
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	15,000.00
Total par value outstanding . . . . .	15,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	14
Number of stockholders in New Hampshire . . . . .	10
Par value of capital stock held in New Hampshire . . . . .	\$14,100.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$151.29
Accounts receivable . . . . .	263.00
	<hr/>
Materials and supplies . . . . .	\$414.29
Fixed capital . . . . .	150.00
	15,000.00
	<hr/>
Total . . . . .	\$15,564.29
	<hr/>
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$60.90
Dividends payable . . . . .	7.00
	<hr/>
Capital stock . . . . .	\$67.90
Surplus. . . . .	15,000.00
	496.39
	<hr/>
Total . . . . .	\$15,564.29
	<hr/>
Fixed Capital.	
Intangible gas capital . . . . .	\$5,000.00
Machinery and apparatus . . . . .	6,000.00
Trunk lines and mains } . . . . .	4,000.00
Gas services } . . . . .	
Gas meters } . . . . .	4,000.00
Total cost of fixed capital . . . . .	\$15,000.00
	<hr/>
Income Account.	
Operating revenues:	
Commercial lighting . . . . .	\$1,849.28
Operating expenses:	
Production . . . . .	\$655.64
Transmission and distribution . . . . .	201.47
Miscellaneous . . . . .	618.05
	<hr/>
Total operating expenses . . . . .	\$1,475.16
Taxes . . . . .	110.90
	<hr/>
Total revenue deductions . . . . .	1,586.06
	<hr/>
Gross operating income. . . . .	\$263.22
<i>Carried forward</i>	

<b>Income Account.—<i>Concluded.</i></b>	
Gross operating income. <i>Brought forward</i>	\$263.22
Non-operating expenses . . . . .	5.70
Net income . . . . .	\$257.52
Deficit at beginning of year . . . . .	6.23
Total surplus . . . . .	\$251.29
Net adjustments during year—Cr. . . . .	245.10
Surplus at close of year . . . . .	\$496.39
<b>Meter and Service Data.</b>	
Meters, 3 ft.:	
Number in use at beginning of year . . . . .	71
Removed during year . . . . .	19
Number in use at close of year . . . . .	52
Street mains in use June 30, 1912:	
Length—wrought iron:	
2-inch . . . . .	8,150 ft.
4-inch . . . . .	2,950 ft.
Consumers:	
Number at beginning of year . . . . .	71
Discontinued during year . . . . .	19
Number at close of year . . . . .	52
Gas made and sold during the year . . . . .	No record

# PORTSMOUTH GAS COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

No. 13 Congress Street, Portsmouth, N. H.

## Principal Officers.

President . . . . .	E. H. Palman . . . . .	Geneva, N. Y.
Clerk . . . . .	H. K. Seybolt . . . . .	Geneva, N. Y.
Treasurer . . . . .	E. Seybolt . . . . .	Geneva, N. Y.
General Manager . . . . .	E. Seybolt . . . . .	Portsmouth, N. H.

## Directors.

E. H. Palman . . . . .	Geneva, N. Y.
H. K. Seybolt . . . . .	Geneva, N. Y.
C. J. Brook . . . . .	Geneva, N. Y.
R. C. Rapalea . . . . .	Auburn, N. Y.
E. Seybolt . . . . .	Portsmouth, N. H.
Term expires: March, 1913.	

## History.

Incorporated under the laws of the State of Maine.

## Locality Served.

Portsmouth.

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,000
Preferred stock . . . . .	1,000
Par value of one share . . . . .	\$100.00
Total par value authorized:	
Common . . . . .	100,000.00
Preferred . . . . .	100,000.00
Total par value outstanding:	
Common . . . . .	100,000.00
Preferred . . . . .	100,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	5
Number of stockholders in New Hampshire . . . . .	1
Par value of capital stock held in New Hampshire . . . . .	\$60,500.00

Funded Debt.		
First mortgage bonds:		
Date of issue, April 1, 1911.		
Date of maturity, April 1, 1931.		
Total par value authorized . . . . .		\$200,000.00
Total par value outstanding . . . . .		130,000.00
Interest:		
Amount accrued and paid during year . . . .		6,500.00
Rate, 5%.		
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$5,210.00	
Accounts receivable—gas . . . . .	3,292.75	
Accounts receivable—sundry . . . . .	4,811.23	
		\$13,313.98
Materials and supplies . . . . .		5,776.78
Fixed capital . . . . .		209,940.25
Construction work in progress . . . . .		6,095.64
Unextinguished discount on securities . . . . .		11,536.19
Suspense . . . . .		3,244.32
Re-acquired securities . . . . .		85,000.00
Total . . . . .		\$334,907.16
<i>Liabilities.</i>		
Current liabilities:		
Bills payable (promissory notes) . . . . .	\$3,200.00	
Consumers' deposits . . . . .	50.00	
		\$3,250.00
Funded debt . . . . .		130,000.00
Capital stock—preferred . . . . .		100,000.00
Capital stock—common . . . . .		100,000.00
Surplus . . . . .		1,657.16
Total . . . . .		\$334,907.16
Suspense.		
Amount expended in fitting up the block in which the office is located . . . . .		
Advance charge to works maintenance . . . . .		\$2,825.57
		418.75
Total . . . . .		\$3,244.32

**Fixed Capital.**

Franchises . . . . .	\$16,450.90
Land . . . . .	21,000.00
Structures . . . . .	26,000.00
Machinery and apparatus . . . . .	60,000.00
Trunk lines and mains . . . . .	57,357.60
Gas services . . . . .	7,200.00
Gas meters . . . . .	18,327.00
Municipal street lighting system . . . . .	207.23
General equipment (office) . . . . .	447.71
Other tangible gas capital . . . . .	2,949.81
Total cost of fixed capital . . . . .	\$209,940.25

**Income Account.**

Operating revenues:		
Commercial lighting . . . . .		\$35,742.28
Municipal lighting . . . . .		101.80
Other operating revenues (net) . . . . .		8,344.38
Total operating revenues . . . . .		\$44,188.46
Operating expenses:		
Production . . . . .	\$19,828.47	
Transmission and distribution . . . . .	7,857.28	
Insurance . . . . .	211.58	
Total operating expenses . . . . .	\$27,897.33	
Taxes . . . . .	1,397.73	
Total revenue deductions . . . . .		29,295.06
Gross operating income . . . . .		\$14,893.40
Non-operating revenues:		
Rent from real estate (leased) . . . . .		534.50
Gross income . . . . .		\$15,427.90
Deductions from gross income:		
Interest on funded debt . . . . .	\$6,500.00	
Interest on unfunded debt . . . . .	32.43	
Total deductions from gross income . . . . .		6,532.43
Net income . . . . .		\$8,895.47
Surplus at beginning of year . . . . .		13,421.35
Total surplus . . . . .		\$22,316.82
<i>Carried forward</i>		

Income Account.— <i>Concluded.</i>		
Total surplus. <i>Brought forward</i>		\$22,316.82
Net adjustments during year: Dr.		
Discount on original issue of bonds . . . . .	\$8,650.00	
Discount on refunding issue of bonds . . . . .	712.50	
Organization expenses . . . . .	4,060.80	
Development expenses . . . . .	7,236.36	
		20,659.66
Adjusted balance . . . . .		\$1,657.16
(Surplus at close of year.)		

## Meter and Service Data.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
3 ft. . . . .	390	79	84	385
5 " . . . . .	921	452	229	1,144
10 " . . . . .	22	7	1	28
20 " . . . . .	15	8	1	22
30 " . . . . .	8	1		9
45 " . . . . .	1	1		2
60 " . . . . .	3			3
100 " . . . . .	1			1
Total . . . . .	1,361	548	315	1,594

	LENGTH.	
	Cast iron. ft.	Wrought iron. ft.
Street mains in use June 30, 1912:		
2-inch . . . . .	4,600	7,163
3-inch . . . . .	16,100	16,814
4-inch . . . . .	15,975	11,354
6-inch . . . . .	6,005	
8-inch . . . . .	3,205	
10-inch . . . . .	1,985	
12-inch . . . . .	664	

Number of service pipes in use (about) . . . . .	1,200
Consumers:	
Number at beginning of year . . . . .	1,361
Added during year . . . . .	233
Number at close of year . . . . .	1,594
<b>Gas Made and Sold During the Year.</b>	
Number of feet on hand at beginning of year . . . . .	67,000
Number of feet of gas made during the year:	
Coal gas . . . . .	31,332,000
Total gas made and on hand . . . . .	33,399,000
Number of feet of gas sold by meter during the year . . . . .	27,426,400
Number of feet of gas supplied to public lamps during the year . . . . .	60,000
Number of feet of gas used at works and offices during the year . . . . .	794,300
Number of feet of gas on hand at close of year . . . . .	65,000
Total gas sold, used and on hand . . . . .	28,345,700
Number of feet unaccounted for during the year . . . . .	3,053,300

## ROCHESTER.

(See Strafford-York Gas Co., p. 1097.)

## SOMERSWORTH

(See Strafford-York Gas Co., p. 1097.)

# STRAFFORD-YORK GAS COMPANY.

YEAR ENDING APRIL 30, 1912.

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## Location of Offices.

Rochester and Somersworth, N. H.

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## Principal Officers.

President . . . . .	C. W. Morse . . . . .	Haverhill, Mass.
Vice-President . . . . .	L. T. Dyer . . . . .	25 Broad St., New York.
Treasurer . . . . .	F. C. Spear . . . . .	25 Broad St., New York.
General Manager . . . . .	E. C. Andrews . . . . .	Somersworth, N. H.
Superintendent . . . . .	G. S. Babb . . . . .	Rochester, N. H.

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## Directors.

H. L. Crawford . . . . .	25 Broad St., New York.
Lyman T. Dyer . . . . .	25 Broad St., New York.
C. W. Morse . . . . .	Haverhill, Mass.

Term expires: January, 1913.

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## History.

Date of incorporation: May 6, 1911.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Rochester, East Rochester, Gonic and Somersworth, New Hampshire, and Berwick, Maine.

Note.—This company bought the physical properties at the Rochester Gas Light Company and the Great Falls Gas Company.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	1,800
Preferred stock . . . . .	1,500
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding:	
Common . . . . .	180,000.00
Preferred . . . . .	150,000.00

(Continued)

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<b>Capital Stock.—Concluded.</b>		
Dividends:		
On preferred stock—		
Amount declared during year . . . . .		\$7,500.00
Rate, 5%.		
Number of stockholders . . . . .		15
Number of stockholders in New Hampshire . . . . .		None
Par value of capital stock held in New Hampshire . . . . .		None
<b>General Balance Sheet.</b>		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$20,792.16	
Accounts receivable . . . . .	3,076.48	
		\$23,868.64
Materials and supplies . . . . .		5,550.68
Fixed capital . . . . .		310,406.05
Prepayments . . . . .		248.81
Suspense (doubtful accounts) . . . . .		25.76
Total . . . . .		\$340,099.94
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$344.00	
Accounts payable . . . . .	6,496.57	
		\$6,840.57
Capital stock—common . . . . .		180,000.00
Capital stock—preferred . . . . .		150,000.00
Surplus . . . . .		3,259.37
Total . . . . .		\$340,099.94
<b>Fixed Capital.</b>		
Organization . . . . .		\$8,992.22
Royalties, franchises and licenses . . . . .		20,000.00
Land . . . . .		15,000.00
Structures . . . . .		67,500.00
Machinery and apparatus . . . . .		45,950.00
Trunk lines and mains . . . . .		97,993.25
Gas services . . . . .		30,343.00
Gas meters . . . . .		16,498.83
General equipment . . . . .		8,128.75
Total cost of fixed capital . . . . .		\$310,406.05

## Income Account.

Operating revenues:		
Commercial lighting		\$35,928.81
Merchandise and jobbing revenue (Net loss)		267.28
Total operating revenues		\$35,661.53
Operating expenses:		
Production	\$16,603.12	
Transmission and distribution	2,543.16	
Insurance	72.39	
Total operating expenses	\$19,218.67	
Taxes	993.44	
Uncollectible bills	379.15	
Total revenue deductions		20,591.26
Gross operating income.		\$15,070.27
Non-operating revenues:		
Interest on bank deposits	\$375.00	
Non-operating expenses	4,685.90	
Net non-operating deficit.		4310.90
Gross income		\$10,759.37
Dividends on preferred stock		7,500.00
Surplus at close of year		\$3,259.37

## Meter and Service Data.

	METERS.			
	Number in use at beginning of year.	Added during year.	Removed during year.	Number in use at close of year.
3 ft.	785	250	126	809
5 "	151	43	31	163
10 "	35	6	5	36
20 "	3			3
30 "	3			3
40 "	3			3
45 "	3			3
60 "	4			4
80 "	4			4
100 "	5			5
150 "	1			1
200 "	10			10
250 "		1		1
Total	1,007	300	162	1,045

(Continued)

**Meter and Service Data.—Concluded.**

	LENGTH.	
	Cast iron. ft.	Wrought iron. ft.
<b>Street mains in use June 30, 1912:</b>		
1-inch . . . . .		6,803
1½-inch . . . . .		45,196
2-inch . . . . .	39,896	19,385
3-inch . . . . .	16,899	1,437
4-inch . . . . .	8,400	.
6-inch . . . . .	7,080	.
8-inch . . . . .	2,160	.
<hr/>		
Number of service pipes in use . . . . .		830
<b>Consumers:</b>		
Number at beginning of year . . . . .		973
Added during year . . . . .		173
Discontinued during year . . . . .		134
Number at close of year . . . . .		1,012
<hr/>		
<b>Gas Made and Sold During the Year.</b>		
Number of feet on hand at beginning of year . . . . .		132,863
Number of feet of gas made during the year:		
Coal gas . . . . .	9,634,048	
Water gas . . . . .	22,632,480	
Total gas made . . . . .		32,266,528
Total gas made and on hand . . . . .		32,399,391
Number of feet of gas sold by meter dur- ing the year . . . . .	27,937,530	
Number of feet of gas used at works and offices during the year . . . . .	452,100	
Number of feet of gas on hand at close of year . . . . .	123,160	
Total gas sold, used and on hand . . . . .		28,512,790
Number of feet unaccounted for during the year . . . . .		3,886,601

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TWIN STATE GAS & ELECTRIC CO.

(See Electric utilities. Part VI.)

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WILTON.

(See P. J. Abbott & Co., p. 1059)

# WINCHESTER GAS LIGHT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Winchester, N. H.

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## Principal Officers.

President . . . . .	J. P. Ball . . . . .	Winchester, N. H.
Clerk . . . . .	F. D. Lisme . . . . .	Fitchburg, Mass.
Treasurer . . . . .	J. H. Bliss . . . . .	Winchester, N. H.

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## Directors.

John P. Ball . . . . .	Winchester, N. H.
W. D. Ripley . . . . .	Winchester, N. H.
James H. Bliss . . . . .	Winchester, N. H.
F. D. Lisme . . . . .	Fitchburg, Mass.

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## History.

Date of incorporation: October 10, 1898.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Winchester.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	200
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	5,000.00
Total par value outstanding . . . . .	1,125.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	8
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$1,075.00

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**General Balance Sheet.***Assets.*

## Cash and current assets:

Cash . . . . .	\$5.00
Materials and supplies . . . . .	10.00
Fixed capital . . . . .	1,125.00
Re-acquired securities . . . . .	450.00
<b>Total . . . . .</b>	<b>\$1,590.00</b>

*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$4.50
Capital stock . . . . .	1,125.00
Surplus . . . . .	460.50
<b>Total . . . . .</b>	<b>\$1,590.00</b>

**Fixed Capital.**

Structures . . . . .	\$200.00
Machinery and apparatus . . . . .	600.00
Trunk lines and mains . . . . .	200.00
Gas meters . . . . .	125.00
<b>Total cost of fixed capital . . . . .</b>	<b>\$1,125.00</b>

**Income Account.**

Operating revenues . . . . .	None
Operating expenses:	
Taxes . . . . .	\$4.50
<b>Net operating loss . . . . .</b>	<b>\$4.50</b>
Surplus at beginning of year . . . . .	465.00
<b>Surplus at close of year . . . . .</b>	<b>\$460.50</b>

## Gas Utility Statistics.

NAME OF UTILITY.	Capital stock outstanding.	Funded debt outstanding.	Fixed capital, all departments.	Cash and current assets excluding materials and supplies.	Current liabilities.	Gross income of the utility.	Total deductions including operating expenses.	Net income.	Deficit.	Div. %
Abbott, P. J. & Co. ....	* \$976		\$815 00	\$100 00		\$295 00	\$210 17	\$14 83		
Claremont Gas Light Co. ....	50,000	\$50,000	122,470 29	5,226 43	\$1,844 81	20,954 38	16,172 85	4,781 53		7
Concord Gas Light Co. ....	130,000		150,000 00	6,136 89		14,321 95	316 62	14,005 33		8
Concord Light and Power Co. ....	203,000		292,036 87	19,062 78	10,324 24	87,625 58	68,803 64	18,821 94		5
Exeter Gas Light Co. ....	50,000		52,063 45	4,314 15	1,000 00	19,793 87	15,339 95	4,453 92		**
Franklin Light and Power Co. ....										
Franklin Gas and Electric Co. ....										
Keene Gas and Electric Co. ....										
Laconia Gas and Electric Co. ....	100,000		90,000 00	27,304 16		33,043 01	511 87	32,531 14		a
Manchester Gas Light Co., The ....										
Nashua Light, Heat and Power Co. ....	1,425		1800 00	420 20	2,119 00	1,511 30	1,247 90	263 40		
New London Acetylene Co. ....	500,000		437,687 24	72,581 32	13,974 80	239,298 34	182,642 64	56,655 70		6
Peoples Gas Light Co., The ....	15,000		15,000 00	414 29	67 90	1,849 28	1,591 76	257 52		
Pittsfield Gas Co. ....	200,000	130,000	209,940 25	13,313 98	3,250 00	44,722 96	35,827 49	8,895 47		
Straford-York Gas Co. ....	c 331,000		310,406 05	23,868 64	6,840 57	36,036 53	25,277 16	10,759 37		c
Twin State Gas & Electric Co. ....										
Winchester Gas Light Co. ....	1,125		1,125 00	5 00	4 50		4 50		\$4 50	
Total	\$1,598,526	\$180,000	\$1,683,394 15	\$172,748 44	\$39,425 82	\$499,382 20	\$347,906 55	\$151,420 15	\$4 50	

\* Capital invested.

† Non-operating company.

\*\* Paid two dividends,—3% and 4%.

‡ See electric utilities.

a Dividends amounting to \$32,000 were paid during the year.

b Common capital stock, \$100,000.

c Common capital stock, \$180,000.

Dividends paid: none.

Preferred capital stock, \$150,000. Dividends paid: 5%.

## Rates.

The following table shows the rates charged for gas by the gas utilities on April 1, 1913.

CITY OR TOWN AND COMPANY.	PER THOUSAND FEET.				Kind of gas, outline of rates, dis- counts, minimum charges, street lights, etc.
	Gross.		Net.		
	Max. dol.	Min. dol.	Max. dol.	Min. dol.	
Claremont. .... (Claremont Gas Light Co.)	1.80	1.80	1.60	1.50	Water gas. \$1.80 per M. c.f., with discount of 20¢ per M. c.f. or less per year, and 30¢ per M. c.f. to those who use more than 50,000 c.f. per year, if paid on or before the 15th of each month.
Concord. .... (Concord Light & Power Co.)	1.20	1.10	1.20	1.10	Carbureted water gas. For all purposes, \$1.20 per M. c.f. for 1-50,000 c.f. and \$1.10 per M. c.f. for more than 50,000 c.f. per month, net.
Dover. .... (The Twin State Gas & Electric Co.)	1.50	1.20	1.38	1.20	Water gas. \$1.50 per M. c.f., with discount of 8% if paid by the 10th of the next month; mini- mum charge, \$6.00 per year per meter. To con- sumers using an average of 25,000 c.f. per month, \$1.30 per M. c.f. net. To municipalities using an average of 25,000 c.f. per month, \$1.20 per M. c.f., net.
East Rochester. ....					Same rates as Roches- ter.
Franklin. .... (Franklin Light & Power Co.)	5.00	5.00	5.00	4.00	Gas made from naph- tha. \$5.00 per M. c.f., with discount of 5% on bills of \$5.00 to \$10.00, 10% on bills of \$10.00 to to \$15.00, 15% on bills of \$15.00 to \$20.00, and 20% on bills of \$20.00 and over.
Gonic. ....					Same rates as Roches- ter.

(Continued)



## Rates.—Continued.

CITY OR TOWN AND COMPANY.	PER THOUSAND FEET.				Kind of gas, outline of rates, discounts, minimum charges, street lights, etc.
	Gross.		Net.		
	Max. dol.	Min. dol.	Max. dol.	Min. dol.	
Keene. . . . . (Keene Gas and Electric Co.)	1.60	1.00*	1.44	1.00*	Water gas. For light \$1.60 per M. c.f., with discounts of 10% on 0-75,000 c.f. per year, 20% on 75,000-175,000 c.f., 25% on 175,000-350,000 c.f., 30% on 350,000-500,000 c.f., and 35% on over 500,000 c.f. per year, if paid on or before the 10th of the month; minimum charge, 50¢ per month per meter. *For power \$1.00 per M. c.f., with minimum charge \$300.00 per year.
Laconia. . . . . (Laconia Gas and Electric Co.)	1.80	1.80	1.80	1.35	Water gas. For light, fuel and power, \$1.80 per M.c.f., with discounts of 10% on 2,000 to 5,000 c.f. per month, 15% on 5,000 to 10,000 c.f., 20% on 10,000 to 15,000 c.f., and 25% on over 15,000 c.f. per month. Minimum charge, 50¢ per month.
Manchester. . . . (The Peoples Gas Light Co.)	1.10	1.10	1.10	1.10	Coal gas and water gas. \$1.10 per M. c.f. net, for all purposes.
Nashua. . . . . (N a s h u a Light, Heat & Power Co.)	1.40	1.20	1.20	1.00	Coal gas and water gas. \$1.40 per M. c.f. up to 15,000 c.f. per month, \$1.30 per M. c.f. up to 30,000 c.f., and \$1.20 per M. c.f. above 30,000 c.f. per month, subject to the condition that the maximum bill at any rate shall not exceed the minimum bill at the next lower rate. Discount, 20¢ per M. c.f.

(Continued)

Rates.—Continued.

CITY OR TOWN AND COMPANY.	PER THOUSAND FEET.				Kind of gas, outline of rates, discounts, minimum charges, street lights, etc.
	Gross.		Net.		
	Max. dol.	Min. dol.	Max. dol.	Min. dol.	
N a s h u a Light, Heat & Power Co., <i>concluded.</i>					if paid at the office of the company on or before the 10th of the following month.
New London.. (New London Acetylene Co.)	15.00	15.00	15.00	15.00	Acetylene gas. 1½¢ per c.f. Street lights, 15 lights for \$25.00 per month, i.e., \$20.00 per year per light.
Pittsfield..... (Pittsfield Gas Co.)	2.00	2.00	2.00	1.50	Naphtha gas. \$2.00 per M. c.f., with discount 10% on bills for \$4.00–\$6.00, 15% on bills for \$6.00–\$8.00, and 25% on bills for \$8.00–\$10.00, consumed per month.
Portsmouth ... (Portsmouth Gas Co.)	1.50	.75*	1.50	.75*	Coal gas. \$1.50 per M. c.f. with discount 15¢ per M. c.f., on 200–10,000 c.f. per month, and 35¢ per M. c.f. on over 10,100 c.f. per month if paid by the 10th of the month. Minimum charge, 25¢ per month. *For cooking and heating in hotels and restaurants, \$1.15 per M. c.f., and when equipped for use of gas exclusively for cooking and heating purposes, 75¢ per M. c.f. For industrial purposes \$1.15 per M. c.f., net, for less than 50,000 c.f. per month, 75¢ per M. c.f. for over 50,000 c.f. per month. Gas for engines, \$1.00 per M. c.f., net. For lighting, heating and cooking in public hospitals and Y.M.C.A. buildings, \$1.15 per M. c.f., net.

(Continued)

Rates.—*Concluded.*

CITY OR TOWN AND COMPANY.	PER THOUSAND FEET.				Kind of gas, outline of rates, dis- counts, minimum charges, street lights, etc.
	Gross.		Net.		
	Max. dol.	Min. dol.	Max. dol.	Min. dol.	
Rochester. . . . . (Strafford- York Gas Co.)	1.60	1.36	1.50	1.26	Coal gas and water gas. \$1.60 per M. c.f., for 1 to 5,000 c.f. per month, \$1.52 for 5,000 to 10,000 c.f. per month, \$1.44 for 10,000 to 20,000 c.f. per month, and \$1.36 per M. c.f. for 20,000 to 30,000 with a discount of 10¢ per M. c.f. if paid on or before the 10th of the next month. This scale may be extended for larger amounts used. When a meter shows less than 50¢ worth of gas consumed in any month, a rental charge of 50¢ may be made. A charge of \$1.00 for setting a meter.
Somersworth. . . . (Strafford- York Gas Co.)	1.60	1.60	1.50	1.50	Coal gas and water gas. \$1.60 per M. c.f., with discount of 10¢ per M. c.f. if paid on or be- fore the 10th of the next month. When meter shows less than 50¢ worth of gas consumed in any month a rental charge of 50¢ will be made. A charge of \$1.00 for setting a meter.
Wilton. . . . . (P. J. Abbott & Co.)	15.00	15.00	15.00	15.00	Acetylene gas. \$15.00 per M. c.f., net.
Winchester. . . . (Winchester Gas Light Co.)	15.00	15.00	15.00	15.00	Acetylene gas. \$15.00 per M. c.f., net.

PART IX.  
TELEGRAPH UTILITIES.



# AMERICAN TELEGRAPH COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Keene, N. H.

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## Principal Officers.

President . . . . .	R. S. Calef . . . . .	Keene, N. H.
Clerk . . . . .	G. F. Barker . . . . .	Keene, N. H.
Treasurer . . . . .	G. F. Barker . . . . .	Keene, N. H.
Superintendent . . . . .	G. F. Barker . . . . .	Keene, N. H.

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## Directors.

R. S. Calef . . . . .	Keene, N. H.
G. F. Barker . . . . .	Keene, N. H.
G. W. Gleason . . . . .	Dublin, N. H.
S. B. Butterfield . . . . .	Westmoreland, N. H.
W. H. Ellis . . . . .	Keene, N. H.

Term expires: January 28, 1913.

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## History.

Date of incorporation: June 23, 1859.

Incorporated under special law of the State of New Hampshire as the Nashua, Milford and Peterborough Telegraph Company. Name changed, June 24, 1868.

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## Localities Served.

Hinsdale, Winchester, Westport, Swanzey, Keene, Marlboro, Chesham, Harrisville, Dublin and Peterborough.

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## Capital Stock.

Number of shares authorized . . . . .	
Common stock . . . . .	562
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	14,050.00
Total par value outstanding . . . . .	14,050.00

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<b>Capital Stock.—Concluded.</b>	
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	75
Number of stockholders in New Hampshire . . . . .	Not definitely known.
Par value or capital stock held in New Hampshire.	Not definitely known.
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$231.00
Materials and supplies . . . . .	71.54
Fixed capital . . . . .	7,200.00
Deficit . . . . .	6,678.58
Total . . . . .	<u>\$14,181.12</u>
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$64.08
Accounts payable . . . . .	67.04
Total . . . . .	<u>\$131.12</u>
Capital stock . . . . .	14,050.00
Total . . . . .	<u>\$14,181.12</u>
<b>Fixed Capital.</b>	
Telegraph office equipment . . . . .	\$800.00
Pole lines . . . . .	4,600.00
Aerial wire. . . . .	1,800.00
Total cost of fixed capital . . . . .	<u>\$7,200.00</u>

Income Account.		
Operating revenues:		
Commercial telegraph tolls.....		\$1,975.48
Total operating revenue.....		\$1,975.48
Operating expenses:		
Maintenance—		
Repairs of line and equipment.....	\$173.66	
Other maintenance expenses.....	97.43	
Total maintenance.....	\$271.09	
Conducting operations—		
Pay of managers, operators and attendants.....	\$1,505.00	
Office supplies and expenses.....	40.00	
Total—conducting operations.....	1,545.00	
Total operating expenses.....	\$1,816.09	
Taxes.....	64.08	
Total revenue deductions.....		1,880.17
Net income.....		\$95.31
Deficit at beginning of year.....		6,773.89
Deficit at close of year.....		\$6,678.58

Wire Plant Data.		
Number of miles of poles installed:		
At beginning of year . . . . .		40
Total at close of year . . . . .		40
Number of miles of iron wire installed:		
At beginning of year . . . . .		43
Total at close of year . . . . .		43



# THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

17 East Wellington St., Toronto, Ont.

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## Principal Officers.

President . . . . .	H. P. Dwight . . . .	Toronto, Ont.
Vice-President . . . .	Adam Brown . . . .	Hamilton, Ont.
Secretary . . . . .	A. C. McConnell . . .	Toronto, Ont.
Treasurer . . . . .	D. E. Henry . . . .	Toronto, Ont.
Auditor . . . . .	A. C. McConnell . . .	Toronto, Ont.
General Manager . . .	Geo .D. Perry . . . .	Toronto, Ont.
Superintendent . . . .	A. R. Porte . . . . .	Ogdensburg, N. Y.

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## Directors.

Adam Brown . . . . .	Hamilton, Ont.
Harry P. Dwight . . . . .	Toronto, Ont.
	(Deceased July 4, 1912.)
Newcomb Carlton . . . . .	New York City
F. B. Hayes . . . . .	Toronto, Ont.
Aemelius Jarvis . . . . .	Toronto, Ont.
James Hedley . . . . .	Toronto, Ont.
Hon. J. K. Herr . . . . .	Toronto, Ont.
J. B. Van Every . . . . .	Toronto, Ont.
Term expires: September 25, 1912.	

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## History.

Date of incorporation: May 7, 1880.

Incorporated under special act of Parliament, 43 Victoria, Chapter 66,  
Dominion of Canada.

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## Offices Maintained in New Hampshire.

Berlin, Gorham, Groveton, North Stratford, Percy, Shelburne,  
Stratford Hollow and West Milan.

This company has leased the lines of the Montreal Telegraph Company  
and the Dominion Telegraph Co.

The Dominion Telegraph Co. owns no lines in the State of New  
Hampshire.

---

**Capital Stock.**

Number of shares authorized:	
Common stock . . . . .	5,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	500,000.00
This stock was issued at \$25 per share.	
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	33
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None

**General Balance Sheet.***Assets.*

Cash and current assets:		
Cash . . . . .	\$41,647.41	
Accounts receivable:		
From system corporations . . . . .	67,480.63	
From subscribers and agents . . . . .	130,212.41	
		\$239,340.45
Materials and supplies . . . . .		22,832.24
Investments . . . . .		10,001.00
Construction work in progress . . . . .		9,424.50
Re-acquired securities . . . . .		625.00
Leasehold interest in telegraph companies . . . . .		460,237.83
Property account . . . . .		101,829.68
Total . . . . .		<u>\$844,290.70</u>

*Liabilities.*

Current liabilities:		
Unearned revenue . . . . .	\$1,400.83	
Reserve for contingencies . . . . .	16,247.65	
Accounts payable:		
Audited vouchers and wages unpaid . . . . .	47,559.73	
Loans payable . . . . .	293,860.00	
Interest due and unpaid . . . . .	154,370.83	
Deferred non-interest-bearing liabilities . . . . .	41,932.48	
		\$555,371.52
Capital stock . . . . .		125,000.00
Surplus . . . . .		163,919.18
Total . . . . .		<u>\$844,290.70</u>

## Investments.

NATURE OF INVESTMENT.	Par value.	Actual cost.	Carried on books at.	Income accrued to respondent during year.
Dominion Messenger and Signal Co., 100 shares at \$100.00 .....	\$10,000.00	\$10,000.00	\$10,000.00	\$1,100 00
Toronto Hotel Co. ....		1,300.00	1.00	
Total .....			\$10,001.00	\$1,100 00

## Income Account.

Operating revenues:			
Transmission—			
Commercial telegraph tolls .....		\$1,030,873.57	
Telegraph tolls on cable messages .....		34,395.85	
Total operating revenues .....			\$1,065,269.42
Operating expenses:			
Maintenance—			
Repairs and reconstruction of lines .....	\$156,520.28		
Repairs of buildings and grounds .....	4,753.21		
Total—maintenance .....		\$161,273.49	
Conducting operations—			
Supervision of operations, pay of managers, operators and attendants .....	\$493,792.31		
Office supplies and expenses .....	56,944.60		
Miscellaneous operation expenses .....	49,334.68		
Total—conducting operations .....		600,071.59	
General administration—			
General office salaries .....	\$44,233.37		
General law expenses .....	1,349.40		
Accidents and damages, and law expenses connected with same .....	5,098.53		
Miscellaneous general expenses .....	6,210.88		
Total—general administration .....		56,892.18	
Total operating expenses .....		\$818,237.26	
Taxes .....		19,900.62	
Uncollectible bills .....		1,465.07	
Total revenue deductions .....			839,602.95
Gross operating income .....			\$225,666.47
Non-operating revenues:			
Rents from leased wire and poles .....		\$81,483.26	
Other non-transmission revenue .....		14,758.81	
Interest revenue .....		400.25	
Income from investments .....		1,100.00	
Miscellaneous .....		9.88	
Total non-operating revenues .....			97,752.20
Gross income .....			\$323,418.67
Deductions from gross income:			
Amount written off for expired term of lease .....		\$7,033.98	
Interest on leased lines .....		229,545.60	
Total deductions from gross income .....			236,579.58
Net income .....			\$86,839.09
Surplus at beginning of year .....			77,080.09
Surplus at close of year .....			\$163,919.18

Wire Plant Data.	
Circuits:	Grounded
Number of miles of poles installed:	
At beginning of year . . . . .	11,134
Added during year . . . . .	159
Discontinued during year . . . . .	85
Total at close of year . . . . .	11,208
Number of miles of iron wire installed:	
At beginning of year . . . . .	33,495
Added during year . . . . .	274
Discontinued during year . . . . .	90
Total at close of year . . . . .	33,679
Number of miles of copper wire installed:	
At beginning of year . . . . .	1,540
Added during year . . . . .	.....
Discontinued during year . . . . .	.....
Total at close of year . . . . .	1,540
Number of miles of cable installed:	
At beginning of year . . . . .	234,979
Added during year . . . . .	.....
Discontinued during year . . . . .	.....
Total at close of year . . . . .	234,979

# THE MONTREAL TELEGRAPH COMPANY.

(Non-operating company.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

6 St. Sacrament Street, Montreal, Que.

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## Principal Officers.

President . . . . .	Wm. McMaster . . . . .	Montreal, Que.
Vice-President . . . . .	Wm. Wainwright . . . . .	Montreal, Que.
Clerk . . . . .	D. Ross-Ross . . . . .	Montreal, Que.
Treasurer . . . . .	D. Ross-Ross . . . . .	Montreal, Que.

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## Directors.

Wm. McMaster . . . . .	Montreal, Que.
Wm. Wainwright . . . . .	Montreal, Que.
Wm. R. Miller . . . . .	Montreal, Que.
Bartlett McLennan . . . . .	Montreal, Que.
R. MacD. Paterson . . . . .	Montreal, Que.
Term expires: January, 1914.	

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## History.

Date of incorporation: July, 1847.

Incorporated by special act of the Legislature of Canada.

The Company's property referred to in this statement is operated and maintained by the Great North Western Telegraph Company of Canada.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	50,000
Par value of one share . . . . .	\$40.00
Total par value authorized . . . . .	2,000,000.00
Total par value outstanding . . . . .	2,000,000.00
Dividends:	
Amount declared during year . . . . .	160,000.00
Rate, 8%.	

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**General Balance Sheet.***Assets.*

Cash, accounts receivable, bonds and other securities	\$155,759.98
Telegraph lines in Canada and the United States . . .	1,625,890.00
Telegraph cables in Canada and the United States . .	33,487.39
Telegraph offices and equipment of offices in Canada and United States . . . . .	212,500.00
Real estate in Montreal, Quebec, Ottawa and Toronto . . . . .	279,946.46
Total . . . . .	<u>\$2,307,583.83</u>

*Liabilities.*

## Current liabilities:

Dividend No. 194, payable Jan. 15, 1913 . . . . .	\$40,000.00
Unclaimed dividends, etc . . . . .	1,737.62
	<u>\$41,737.62</u>
Contingent fund . . . . .	114,022.36
Capital stock . . . . .	2,000,000.00
Surplus . . . . .	151,823.85
Total . . . . .	<u>\$2,307,583.83</u>

**Income Account.**

Non-operating revenues:	
Rents from leased wires and other property . . . . .	\$165,000.00
Non-operating expenses:	
General administration—	
Office salaries, office supplies and expenses, and law expenses . . . . .	5,000.00
Net income . . . . .	<u>\$160,000.00</u>
Surplus at beginning of year . . . . .	151,823.85
Total surplus . . . . .	<u>\$311,823.85</u>
Dividends . . . . .	160,000.00
Surplus at close of year . . . . .	<u>\$151,823.85</u>

# POSTAL TELEGRAPH-CABLE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Hartford, Conn.

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## Principal Officers.

President . . . . .	Richard P. Martin . . .	Hartford, Conn.
Vice-President and General Manager }	Edward J. Nally . . .	253 Broadway, New York City
Secretary . . . . .	O. Kroher . . . . .	Hartford, Conn.
Asst. Secretary . . . .	William B. Dunn . . .	253 Broadway, New York City
Treasurer . . . . .	Edward C. Pratt . . .	253 Broadway, New York City
Asst. Treasurer . . . .	Theodore L. Cuyler, Jr.	253 Broadway, New York City
Auditor . . . . .	Edward Reynolds . . .	253 Broadway, New York City
Vice-President . . . . .	Charles C. Adams . . .	253 Broadway, New York City
Vice-President . . . . .	Charles P. Bruch . . .	253 Broadway, New York City
Vice-President . . . . .	Edward C. Platt . . .	253 Broadway, New York City

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## Directors.

Clarence H. Mackay . . . . .	New York City
Edward J. Nally . . . . .	New York City
Charles C. Adams . . . . .	New York City
Charles P. Bruch . . . . .	New York City
Edward C. Platt . . . . .	New York City
J. C. Churchill . . . . .	Meriden, Conn.
N. C. Hall . . . . .	New Haven, Conn.
Richard P. Martin . . . . .	Hartford, Conn.
O. Kroher . . . . .	Hartford, Conn.

Term expires: May 5, 1913.

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## History.

Date of incorporation: March 20, 1884.  
Incorporated under special law of the State of Connecticut.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	300
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	30,000.00
Total par value outstanding . . . . .	30,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	10
Number of stockholders in New Hampshire . . . . .	None
Par value of capital stock held in New Hampshire . . . . .	None

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash in bank . . . . .	\$44,712.97
Balance due from agents . . . . .	9,303.76
Accounts receivable . . . . .	658,039.47
	\$712,056.20
Materials and supplies . . . . .	626.33
Plant account . . . . .	4,026,327.84
Total . . . . .	\$4,739,010.37
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$4,639,780.30
Capital stock . . . . .	30,000.00
Surplus. . . . .	69,230.07
Total . . . . .	\$4,739,010.37

Income Account.	
Operating revenues:	
Transmission—	
Commercial telegraph tolls. . . . .	\$160,880.11
Telegraph tolls on cable messages. . . . .	1,391.84
Miscellaneous . . . . .	4,328.42
Total operating revenues . . . . .	\$166,600.37
Operating expenses:	
Maintenance—	
Supervision. . . . .	\$856.80
Repairs of wire plant and pole lines . . . . .	40,134.58
Repairs of equipment. . . . .	1,059.83
Miscellaneous. . . . .	122.73
Total—maintenance. . . . .	\$42,173.94
	\$166,600.37
<i>Carried forward</i>	



<b>Income Account.—Concluded.</b>		
Total operating revenues. <i>Brought forward</i>		\$166,600.37
Total—maintenance.                   “       “	\$42,173.94	
Conducting operations:		
Supervision. . . . .	\$8,454.30	
Pay of managers, operators, and attendants . . . . .	94,028.54	
Office supplies. . . . .	19,675.82	
Miscellaneous. . . . .	28,619.40	
Total—conducting operations . . . . .	150,778.06	
General administration:		
General office salaries. . . . .	\$3,001.42	
General office supplies and expenses. . . . .	391.74	
General law expenses. . . . .	167.05	
Accidents and damages. . . . .	359.81	
Miscellaneous. . . . .	114.03	
Total—miscellaneous. . . . .	4,034.05	
Insurance. . . . .	480.66	
Total operating expenses . . . . .	\$197,466.71	
Taxes. . . . .	2,882.12	
Uncollectible bills. . . . .	316.42	
Total revenue deductions. . . . .		200,665.25
Gross operating loss. . . . .		\$34,064.88
Non-operating revenues:		
Rents from leased wires. . . . .	\$59,030.18	
Messenger service. . . . .	7,749.92	
Interest revenue. . . . .	1,068.89	
Total non-operating revenues. . . . .		67,848.99
Net income. . . . .		\$33,784.11
Surplus at beginning of year. . . . .		35,445.96
Surplus at close of year. . . . .		\$69,230.07
<b>Pole and Wire Mileage in New Hampshire.</b>		
Miles of poles . . . . .		98
Miles of wire . . . . .		487

# THE WESTERN UNION TELEGRAPH COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

195 Broadway, New York City.

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## Principal Officers.

President . . . . .	Theo. N. Vail . . . . .	195 Broadway, New York City
Vice-President . . . . .	Newcomb Carlton . . . . .	195 Broadway, New York City
Secretary . . . . .	W. H. Baker . . . . .	195 Broadway, New York City
Treasurer . . . . .	A. R. Brewer . . . . .	195 Broadway, New York City
Auditor . . . . .	E. Y. Gallaher . . . . .	195 Broadway, New York City
General Manager . . . . .	B. Brooks . . . . .	195 Broadway, New York City
Superintendent . . . . .	A. G. Taylor . . . . .	195 Broadway, New York City

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## Directors.

Oliver Ames . . . . .	Boston, Mass.
Union N. Bethell . . . . .	New York City
Henry A. Bishop . . . . .	Bridgeport, Conn.
Robert C. Clowry . . . . .	New York City
Henry P. Davisch . . . . .	New York City
Chauncey M. Depew . . . . .	New York City
Harris C. Fahnestock . . . . .	New York City
Henry M. Flagler . . . . .	New York City
Robert M. Gallaway . . . . .	New York City
Edwin Gould . . . . .	New York City
George J. Gould . . . . .	New York City
Edward J. Hall . . . . .	New York City
Henry S. Howe . . . . .	Boston, Mass.
Thomas H. Hubbard . . . . .	New York City
Edward T. Jeffrey . . . . .	New York City
Charles Lanier . . . . .	New York City
Lewis Cass Ledyard . . . . .	New York City

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*Directors.—Concluded.*

Robert S. Lovett . . . . .	New York City
John J. Mitchell . . . . .	Chicago, Ill.
William H. Moore . . . . .	New York City
J. Pierpont Morgan . . . . .	New York City
Jacob H. Schiff . . . . .	New York City
Joseph J. Slocum . . . . .	New York City
James Stillman . . . . .	New York City
Harry B. Thayer . . . . .	New York City
Theo. N. Vail . . . . .	New York City
Henry Walters . . . . .	New York City
John I. Waterbury . . . . .	New York City
Robert Winsor . . . . .	Boston, Mass.

Term expires: October, 1912.

*History.*

Date of incorporation: Incorporated under the laws of the state of New York, chapter 265, Laws of 1848; chapter 98, Laws of 1851; chapter 471, Laws of 1853; chapter 568, Laws of 1870.

Name changed by chapter 97, Laws of 1856.

Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	1,000,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	100,000,000.00
Total par value outstanding . . . . .	99,817,100.00
Total par value in treasury . . . . .	30,341.04
Dividends:	
Amount declared during year . . . . .	2,991,823.50
Rate, 3%.	
Number of stockholders . . . . .	12,461
Number of stockholders in New Hampshire . . . . .	188
Par value of capital stock held in New Hampshire . . . . .	\$347,200.00

## Funded Debt.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	Total par value held in treasury.	INTEREST.		
	Date of issue.	Date of matur- ity.				Rate %	Amount accrued during year.	Amount paid during year.
Funding & Real Estate.....	May 1 1900	May 1 1910	\$20,000,000.00	\$20,000,000.00		4½	\$900,000.00	\$897,430.00
Cons. & Redeemable.....	Jan. 1 1907	Jan. 1 1936	Retired			4	333,333.33	321,980.00
Collateral Trust.....	Jan. 1 1888	Jan. 1 1938	30,000,000.00	8,745,000.00		5	437,083.46	436,175.00
			\$50,000,000.00	\$28,745,000.00		.....	\$1,670,416.79	\$1,656,085.00
Bonds of subsidiary companies—								
Gold & Stock Tel. Co.....	May 1 1905	May 1 1915	\$500,000.00	\$500,000.00		4½	\$22,500.00	\$22,500.00
Mutual Union Tel. Co.....	May 1 1911	May 1 1931	5,000,000.00	5,000,000.00	3,143,000.00	5	93,924.55	92,490.00
Northwestern Tel. Co.....	Jan. 1 1904	Jan. 1 1934	1,500,000.00	1,500,000.00		4½	67,500.00	67,500.00
			\$7,000,000.00	\$7,000,000.00	\$3,143,000.00	.....	\$183,924.55	\$182,490.00
Total.....			\$57,000,000.00	\$35,745,000.00	\$3,143,000.00	.....	\$1,854,341.34	\$1,838,575.00

## General Balance Sheet.

*Assets.*

Cash and current assets:		
Cash	\$3,082,492.33	
Bills receivable (notes)	86,199.84	
Accounts receivable:		
From system corporations	483,123.26	
From subscribers and agents	4,275,246.99	
Miscellaneous accounts receivable	1,212,378.45	
Interest and dividends receivable	189,624.82	
		\$9,329,065.69
Materials and supplies		2,308,585.59
Investments		19,499,923.72
Sinking funds		69,367.06
Fixed capital		135,765,718.22
Construction work in progress		485,904.78
Prepayments		53,336.39
Unextinguished discounts on securities		13,090.79
Treasury stock		30,341.04
Treasury bonds		3,143,000.00
Total		\$170,698,333.28

*Liabilities.*

Current liabilities:		
Taxes accrued	\$461,422.96	
Interest accrued on funded debt	169,225.00	
Interest accrued on unfunded debt	64,491.52	
Unearned revenue	85,570.12	
Accounts payable:		
Accounts with system corporations	529,208.12	
Audited vouchers and wages unpaid	1,290,120.68	
Subscribers' deposits	1,077.70	
Miscellaneous accounts payable	1,423,768.31	
Dividends payable	781,998.73	
		\$4,806,883.14
Funded debt, including sub-companies		35,745,000.00
Reserve for depreciation		2,997,062.81
Optional reserves		327,062.40
Capital stock of subsidiary companies		3,893,375.00
Capital stock		99,817,100.00
Surplus		10,726,086.74
Deferred liabilities		12,385,763.19
Total		\$170,698,333.28

## Sinking Funds.

For deferred non-interest bearing liabilities due in 1981	\$69,367.06
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## Investments.

NAME OF CORPORATION.	Par value unpledged.	Carried on books at	Dividends and interest.
<b>Stocks—</b>			
Adirondack, Lake George & Saratoga Tel. Co. ....	\$55,050.00	\$18,550.00	\$825.75
American District Tel. Co. of N. J. ....	7,730,212.50	3,866,606.65	311,508.00
Dominion Teleg. Co. of Canada .....	288,300.00	311,364.00	17,009.70
Great North Western Tel. Co. of Canada ..	82,875.00	67,840.90	
International News Ticker Co. ....	25,000.00	6,757.40	
Martha's Vineyard Teleg. Co. ....	5,000.00	2,650.00	250.00
Philadelphia Local Tel. Co. ....	50,000.00	50,000.00	12,000.00
Put-in-Bay Teleg. Co. ....	830.00	1,000.00	
Stock Quotation Teleg. Co. ....	500,000.00	550,000.00	30,000.00
Not leased. ....	\$8,737,267.50	\$4,874,768.95	\$371,593.45
American Teleg. & Cable Co. ....	\$1,841,800.00	\$1,565,332.50	
Anglo-American Teleg. Co. ....	6,369.96	3,814.13	\$224.55
Gold & Stock Teleg. Co. ....	2,555,600.00	2,683,380.00	
International Ocean Teleg. Co. ....	1,984,600.00	1,982,475.69	
International Teleg. Co. of Maine .....	86,500.00	32,265.00	
Operated under term leases. ....	\$6,474,869.96	\$6,267,267.32	\$224.55
American Speaking Tel. Co. ....	\$7,500.00	\$7,050.00	
American Products Co. ....	450.00	90.00	\$36.00
Aluminum Corp. Ltd. ....		184.19	
Brothers Valley Coal Co. (Common) .....	210.00	212.89	
Brothers Valley Coal Co. (Pref.) .....	20.00	21.29	
Brammon Estate Co. (Trust cert.) .....		44.52	
Camp & Hinton Co. ....		660.30	
Central B'k of Eureka Spgs. ....		129.94	
Consolidated Mfg. Co. P'f'd. ....		6.00	.30
Chamber of Commerce (Portland, Ore.) ..	100.00	1.00	
Chamber of Commerce Realty Co. ....		500.00	
Chicago, Terre Haute & Eastern Ry. ....		475.00	
Cleveland Athletic Asso. ....		100.00	
Gibson Hotel Co. ....	1,200.00	500.00	
Philadelphia Bourse (Common) .....		90.00	
Philadelphia Bourse (Pref.) .....		75.00	
Southern Iron & Steel Co. ....	100.00	20.00	
St. Louis Car Co. ....		1,200.00	
Savannah Cotton Exchange. ....	200.00	100.00	
Union Trust Co. ....		126.71	
United States Mail Co. ....	920.00	232.00	
Worlds Event Co. ....	44.25	44.25	
Westinghouse Elec. & Mfg. Co. ....	7,500.00	9,300.00	75.00
Miscellaneous. ....	\$18,244.25	\$21,163.09	\$111.30
<b>Bonds—</b>			
Business Service Co. ....	\$54.00	\$54.03	
Income Prop. Co. of Col. ....	400.00	400.00	\$28.30
Kansas City Northwestern R.R. Co. ....	11.00	10.63	
Mathewson Auto Co. ....	150.00	150.00	9.00
N. Y. Times Pub. Co. ....	42,000.00	42,000.00	3,570.00
Pillsbury-Washburne Flour Mills Co. ....	200.00	200.00	10.00
Southern Iron & Steel Co. ....	50.00	50.00	4.00
Great Northwestern Tel. Co. ....	293,859.70	293,859.70	18,995.91
	\$336,724.70	\$336,724.36	\$22,617.21
	\$15,567,106.41		
<b>Notes—</b>			
American Tel. & Tel. Co. ....	\$8,000,000.00	\$8,000,000.00	\$634,166.66
Total. ....		\$19,499,923.72	\$1,028,713.17

Income Account.		
All sources.		
Revenue:		
Telegraph and cable service . . . . .		\$35,372,631.01
Press messenger . . . . .		1,660,888.85
Stock and market reports, sporting news, marine reports, etc. . . . .		1,526,105.11
Messenger . . . . .		534,346.47
Rental of lines . . . . .		1,763,797.47
Money order premiums and tolls . . . . .		506,989.88
Self-winding clocks and other similar service . . . . .		269,432.79
Election returns . . . . .		6,377.53
Rentals from real estate . . . . .		171,682.78
Income from investments . . . . .		1,028,713.17
Interest on treasury stock . . . . .		763.59
Interest on treasury bonds . . . . .		67,210.55
Miscellaneous . . . . .		20,870.37
Other revenue—		
Interest on bank balances . . . . .	\$35,471.59	
Interest on sinking fund . . . . .	3,330.00	
Dividends on stocks held as lessee . . . . .	200.00	
Interest on open accounts . . . . .	18,995.99	
		57,997.58
Total income. . . . .		\$42,987,807.15
Deductions from income:		
Operating expenses—		
Land lines—		
Salaries and wages . . . . .	\$15,727,558.95	
Messenger service . . . . .	2,469,705.10	
Taxes . . . . .	685,000.00	
Paid R. R. Cos. . . . .	1,142,456.33	
Rent . . . . .	1,307,104.65	
Light and fuel . . . . .	263,920.99	
Office rep. and furniture . . . . .	446,889.83	
Comms. to Telep. Cos. . . . .	129,614.80	
Claims for damages . . . . .	209,250.45	
Legal expense . . . . .	166,114.18	
Tax expense . . . . .	26,607.87	
Printing and stationery. . . . .	586,886.30	
Superintendence . . . . .	443,551.54	
Miscellaneous . . . . .	1,379,923.08	
Extinguishment of patents . . . . .	9,732.51	
Obtaining stock and commercial news reports . . . . .	209,906.77	
Bad debts cancelled . . . . .	254,443.55	
Refunded and uncollectible . . . . .	354,035.75	
Paid other lines . . . . .	617,435.29	
Repairs . . . . .	3,265,477.96	
Reconstruction . . . . .	1,947,930.83	
	\$31,643,546.73	\$42,988,807.15
Carried forward		

Income Account.— <i>Concluded.</i>		
Total income.	<i>Brought forward</i>	\$42,987,807.15
Operating expenses.	“ “	\$31,643,546.73
Cables—		
Conducting operations . . . .	568,039.34	
Maintenance and depreciation.	273,680.97	
Taxes . . . . .	28,413.80	
General expenses . . . . .	120,010.06	
Refunded and uncollectible . .	5,547.80	
	<hr/>	\$995,691.97
On account appropriations for re- serves and reconstruction of land lines . . . . .	\$1,250,000.00	
Rent of leased lines . . . . .	3,146,534.73	
Int. on bonds of subsidiary companies	183,924.55	
Interest on funded debt . . . .	1,670,416.79	
Interest on unfunded debt . . .	94,138.12	
	<hr/>	
Total deductions . . . . .		38,984,252.89
		<hr/>
Net income . . . . .		\$4,003,554.26
Surplus at beginning of year . . . . .		10,114,355.98
		<hr/>
Total surplus . . . . .		\$14,117,910.24
Net adjustments during year (Debit) . . . . .		400,000.00
		<hr/>
Adjusted balance . . . . .		\$13,717,910.24
Dividends . . . . .		2,991,823.50
		<hr/>
Surplus at close of year . . . . .		\$10,726,086.74





**PART X.**  
**TELEPHONE UTILITIES.**



# AMMONOOSUC TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Stark, N. H.

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## Principal Officers.

President . . . . .	C. A. Cole . . . . .	Percy, N. H.
Clerk . . . . .	H. R. Girard . . . . .	Percy, N. H.
Treasurer . . . . .	Paul R. Cole . . . . .	Groveton, N. H.
Auditor . . . . .	H. R. Girard . . . . .	Percy, N. H.
General Manager . . . . .	Paul R. Cole . . . . .	Groveton, N. H.

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## Directors.

Frank L. Blake . . . . .	Stark, N. H.
H. R. Girard . . . . .	Percy, N. H.
C. A. Cole . . . . .	Percy, N. H.

Term expires: May, 1913.

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## History.

Date of incorporation: December 15, 1903.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

West Milan, Crystal, Percy, Stark and Groveton.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	15
Par value of one share . . . . .	\$75.00
Total par value authorized . . . . .	1,125.00
Total par value outstanding . . . . .	1,125.00
Dividends:	
Amount declared during year . . . . .	82.12
Number of stockholders . . . . .	1
Number of stockholders in New Hampshire . . . . .	1
Par value of capital stock held in New Hampshire . . . . .	\$1,125.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$79.86
Accounts receivable . . . . .	
From subscribers and agents . . . . .	90.21
	<hr/>
Fixed capital . . . . .	\$170.07
	1,125.00
	<hr/>
Total . . . . .	\$1,295.07
	<hr/>
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$127.28
Capital stock . . . . .	1,125.00
Surplus . . . . .	42.79
	<hr/>
Total . . . . .	\$1,295.07
	<hr/>
Fixed Capital.	
Exchange lines:	
Pole lines . . . . .	\$360.00
Aerial wire . . . . .	320.00
Labor charges during construction . . . . .	445.00
	<hr/>
Total cost of fixed capital . . . . .	\$1,125.00
	<hr/>
Income Account.	
Operating revenues:	
Subscribers' stations . . . . .	\$332.17
Operating expenses:	
Maintenance . . . . .	\$38.67
Rentals . . . . .	202.80
	<hr/>
Total operating expenses . . . . .	\$241.47
Taxes . . . . .	15.38
	<hr/>
Total revenue deductions . . . . .	256.85
	<hr/>
Net income . . . . .	\$75.32
Surplus at beginning of year . . . . .	49.59
	<hr/>
Total surplus . . . . .	\$124.91
Dividends . . . . .	82.12
	<hr/>
Surplus at close of year . . . . .	\$42.79

Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	20
Service:	
Number of subscribers . . . . .	26

O. J. AVERY.

Mountainview, N. H.

(See Pine River Telephone Company.)

# BAKIE-CURRIER TELEPHONE LINE.

EAST KINGSTON, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

The utility maintains no office.

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## Partners.

Bakie Bros. . . . .	Kingston, N. H.
Geo. M. Bakie . . . . .	Kingston, N. H.
J. F. Currier . . . . .	East Kingston, N. H.

Each partner's interest: One-third.

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## Localities Served.

Kingston and East Kingston.

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## General Balance Sheet.

<i>Assets.</i>	
Fixed capital . . . . .	\$150.00
Total . . . . .	\$150.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$150.00
Total . . . . .	\$150.00

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## Income Account.

No operating revenues or operating expenses.

Note.—The line, which is about three miles in length, is used by the owners, only, who individually keep it in repair.

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# BARRINGTON & STRAFFORD TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Strafford Corner, N. H.

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## Principal Officers.

President . . . . .	Hervey A. Scruton . . .	Rochester, N. H.
Vice-President . . . . .	Levi Howard . . . . .	Rochester, N. H.
Clerk . . . . .	Irving B. Berry . . . . .	Rochester, N. H.
Treasurer . . . . .	David R. Berry . . . . .	Rochester, N. H.

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## History.

Date of incorporation: January 17, 1910.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

A part of Barrington and Strafford. Farmers' line. Connected by switch at Strafford Corner with New England Telephone and Telegraph Company.

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## General Balance Sheet.

### *Assets.*

Fixed capital . . . . .	\$200.00
Total . . . . .	\$200.00

### *Liabilities.*

Capital invested by subscribers . . . . .	\$200.00
Total . . . . .	\$200.00

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Fixed Capital.	
Aerial wire and insulators . . . . .	\$200.00
Total . . . . .	\$200.00
Income Account.	
Income:	
From assessment . . . . .	\$2.56
Expenses:	
Taxes . . . . .	2.56
Surplus at close of year . . . . .	\$0.00
Service Data.	
Number of subscribers . . . . .	30

## ESTATE OF D. W. BARTON.

Sunapee, N. H.

(See Sunapee Telephone Company.)

## F. A. BARTON.

Lempster, N. H.

(See Lempster Telephone Company.)

# BERLIN MILLS TELEPHONE COMPANY.

BERLIN, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

No. 404 Commercial Street, Portland, Me.

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## History.

Date of organization: March 17, 1888.

Incorporated under the general law of the State of Maine.

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## Localities Served.

Atkinson and Gilmanton Academy Grant, and Dix's Grant, New Hampshire; Magalloway Plantation, Lincoln Plantation, Adamstown, Parkerstown, Cupsuptic, 4RIWBKP, Upton, "C" Surplus, Davis, Stetson, 7 Ponds and Rangeley, Maine. Lines also pass through the towns of Millsfield, Errol and Wentworth Location, New Hampshire.

Note.—This is not the principal business of this operator. The line is operated during certain months of the year in connection with lumbering operations, for which purpose it is principally used.

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Income Account.	
Operating revenues . . . . .	\$378.50
Operating expenses:	
Maintenance—	
Labor . . . . .	\$794.95
Material . . . . .	218.92
Expense . . . . .	266.46
Total—maintenance . . . . .	\$1,280.33
Traffic—	
Operators' wages . . . . .	302.88
Total operating expenses . . . . .	1,583.21
Net loss . . . . .	\$1,204.71

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# “BOYCE LINE” TELEPHONE.

LONDONDERRY, N. H.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

None.

## Owners.

W. H. Bennett . . . . .	Manchester, N. H., Route 5
Wm. Richardson . . . . .	Manchester, N. H., Route 5
S. A. Webster . . . . .	Manchester, N. H., Route 5
C. J. Hobbs . . . . .	Manchester, N. H., Route 5
N. E. Smith . . . . .	Manchester, N. H., Route 5
Each owns one-fifth.	

## Locality Served.

Londonderry.

## Balance Sheet.

<i>Assets.</i>	
Fixed capital . . . . .	\$100.00
Total . . . . .	\$100.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$100.00
Total . . . . .	\$100.00

## Income Account.

Operating revenues . . . . .	None
Operating expenses . . . . .	None

## Wire Plant and Service Data.

Wire plant:	
Miles of poles installed . . . . .	3
Miles of iron wire installed . . . . .	6
Service:	
Number of subscribers . . . . .	5

# BRADFORD TELEPHONE & TELEGRAPH COMPANY.

(JOHN B. HAY, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main Street, Bradford, Vt.

## Localities Served.

Bradford, Fairlee, Newbury and Corinth, Vermont; Orford, Piermont, and Haverhill, New Hampshire.

## General Balance Sheet.

### *Assets.*

Cash and current assets:

Accounts receivable—

From subscribers and agents . . . . . \$200.00

Materials and supplies . . . . . 25.00

Fixed capital . . . . . 6,000.00

Total . . . . . \$6,225.00

### *Liabilities.*

Capital invested . . . . . \$6,225.00

Total . . . . . \$6,225.00

## Income Account.

Operating revenues . . . . . \$1,400.00

Operating expenses:

Maintenance . . . . . \$200.00

Operators' wages . . . . . 350.00

Miscellaneous general expenses . . . . . 50.00

Insurance . . . . . 150.00

Total operating expenses . . . . . \$750.00

Taxes . . . . . 50.00

Total revenue deductions . . . . . 800.00

Net earnings . . . . . \$600.00

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .	25	5	.....	30
Miles of iron wire installed . . . . .	125	25	.....	150
Miles of poles in New Hampshire . . . . .	.....	.....	.....	6
Service:				
Number of subscribers:				
In New Hampshire . . . . .	.....	.....	.....	31
Others . . . . .	.....	.....	.....	199
Total . . . . .	.....	.....	.....	230

# CANTERBURY AND BOSCAWEN TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Canterbury, N. H.

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## Principal Officers.

President . . . . .	Lowell T. Mason . . . . .	Canterbury, N. H.
Vice-President . . . . .	Alphonso B. Chute . . . . .	Canterbury, N. H.
Clerk . . . . .	Louis D. Morrill . . . . .	Penacook, N. H.
Treasurer . . . . .	Louis D. Morrill . . . . .	Penacook, N. H.
General Manager . . . . .	Howard S. Chute . . . . .	Canterbury, N. H.

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## Directors.

Lowell T. Mason . . . . .	Canterbury, N. H.
Milo S. Morrill . . . . .	Canterbury, N. H.
Alphonso B. Chute . . . . .	Canterbury, N. H.
Sam W. Lake . . . . .	Canterbury, N. H.
W. H. Mitchell . . . . .	Loudon, N. H.
Samuel K. Boyce . . . . .	Penacook, N. H.
Fred H. Blanchard . . . . .	Penacook, N. H.

Term expires: January, 1913.

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## History.

Date of incorporation: February 7, 1905.

Amended: July 13, 1909.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Canterbury, Boscawen, Loudon, Northfield and Ward 1, Concord.

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Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		200
Par value of one share . . . . .		\$25.00
Total par value authorized . . . . .		5,000.00
Total par value outstanding . . . . .		4,025.00
Dividends:		
* Amount declared during year . . . . .		185.00
Rate, 6%.		
Number of stockholders . . . . .		55
Number of stockholders in New Hampshire . . . . .		55
Par value of capital stock held in New Hampshire . . . . .		\$4,025.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$207.80	
Accounts receivable . . . . .	270.87	
		\$478.67
Materials and supplies . . . . .		696.24
Fixed capital . . . . .		7,161.60
Total . . . . .		\$8,336.51
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$94.83	
Bills payable . . . . .	2,235.00	
Miscellaneous accounts payable . . . . .	50.00	
		\$2,379.83
Capital stock . . . . .		4,025.00
Surplus . . . . .		1,931.68
Total . . . . .		\$8,336.51
Fixed Capital.		
Central office equipment . . . . .		\$175.00
Subscribers' station equipment . . . . .		1,950.00
Exchange lines:		
Pole lines . . . . .		3,357.00
Aerial wire . . . . .		1,152.00
Office furniture and fixtures . . . . .		452.60
Tools and vehicles . . . . .		75.00
Total cost of fixed capital . . . . .		\$7,161.60

\* On \$3,100.00.

Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$1,499.38
Public pay stations . . . . .	102.00
Total—exchange . . . . .	\$1,601.38
Toll . . . . .	22.86
Total operating revenues . . . . .	\$1,624.24
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$302.40
Miscellaneous . . . . .	4.84
Total—maintenance . . . . .	\$307.24
Traffic—	
Operators' wages . . . . .	\$260.00
Total—traffic . . . . .	\$260.00
Commercial—	
Collection expenses . . . . .	\$57.17
Directory expenses . . . . .	5.50
Total—commercial . . . . .	\$62.67
General administration—	
Salary secretary . . . . .	\$15.00
General law expenses . . . . .	50.00
Miscellaneous . . . . .	47.65
Total—general administration . . . . .	\$112.65
Total operating expenses . . . . .	\$742.56
Taxes . . . . .	64.08
Total revenue deductions . . . . .	\$806.64
Gross income . . . . .	\$817.60
Deductions from gross income:	
Interest on unfunded debt . . . . .	137.05
Net income . . . . .	\$680.55
Surplus at beginning of year . . . . .	1,436.13
Total surplus . . . . .	\$2,116.68
Dividends . . . . .	185.00
Surplus at close of year . . . . .	\$1,931.68



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**Wire Plant and Service Data.**


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	Begin- ning of year.	Added during year.	Dise't'd during year.	Close of year.
Wire plant:				
Miles of poles installed . . . . .	40	.....	1½	38½
Miles of iron wire installed . . . . .	160	.....	3	157
Character of service and number of subscribers:				
Pay stations . . . . .	8	.....	.....	8
Rural . . . . .	107	21	18	110
Total . . . . .	115	21	18	118

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HAROLD W. CHELLIS.

Meriden, N. H.

(See Meriden Telephone Company.)

CHESTER & DERRY TELEGRAPH & TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

Location of Office.

Chester, N. H.

Principal Officers.

President . . . . .	Cyrus F. Marston . . . . .	Chester, N. H.
Vice-President . . . . .	Samuel E. Ray . . . . .	Chester, N. H.
Clerk . . . . .	Walter P. Tenney . . . . .	Chester, N. H.
Treasurer . . . . .	Arthur H. Wilcomb . . . . .	Chester, N. H.
Auditor . . . . .	Augustus P. Morse . . . . .	Chester, N. H.
General Manager . . . . .	Arthur H. Wilcomb . . . . .	Chester, N. H.
Superintendent . . . . .	Cyrus F. Marston . . . . .	Chester, N. H.

Directors.

Cyrus F. Marston . . . . .	Chester, N. H.
Arthur H. Wilcomb . . . . .	Chester, N. H.
Walter P. Tenney . . . . .	Chester, N. H.
Samuel E. Ray . . . . .	Chester, N. H.
James A. Edwards . . . . .	Chester, N. H.

Term expires: January 4, 1913.

History.

Date of incorporation: June 26, 1877.  
Reorganized as Chester & Derry Telegraph & Telephone Co., July 9, 1904.  
Incorporated under special law of the State of New Hampshire.

Localities Served.

Chester and Derry.

Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		150
Par value of one share . . . . .		\$10.00
Total par value authorized . . . . .		1,500.00
Total par value outstanding . . . . .		1,500.00
Dividends:		
Amount declared during year . . . . .		None
Number of stockholders . . . . .		63
Number of stockholders in New Hampshire . . . . .		63
Par value of capital stock held in New Hampshire . . . . .		\$1,500.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$12.50	
Accounts receivable:		
From subscribers and agents . . . . .	111.75	
		\$124.25
Materials and supplies . . . . .		18.50
Fixed capital . . . . .		1,663.80
Re-acquired securities . . . . .		450.00
Total . . . . .		\$2,256.55
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$1.32	
Accounts payable:		
Accounts with system corporations . . . . .	36.80	
Audited vouchers and wages un- paid . . . . .	44.07	
Subscribers' deposits . . . . .	30.00	
		\$112.19
Reserve for depreciation . . . . .		166.38
Capital stock . . . . .		1,500.00
Surplus . . . . .		477.98
Total . . . . .		\$2,256.55
Fixed Capital.		
Central office equipment . . . . .		\$35.00
Subscribers' station equipment . . . . .		360.00
Exchange lines:		
Pole lines and aerial wire . . . . .		1,233.80
Tools and vehicles . . . . .		35.00
		\$1,663.80
Less reserve for depreciation . . . . .		166.38
Total cost of fixed capital . . . . .		\$1,497.42

Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$420.00	
Public pay stations . . . . .	48.00	
Private lines . . . . .	66.00	
Total—exchange . . . . .		\$534.00
Toll—		
Company intrastate . . . . .	\$135.00	
Attachments and rentals . . . . .	15.00	
Total—toll . . . . .		150.00
Total operating revenues . . . . .		\$684.00
Operating expenses:		
Maintenance—		
Repairs of wire plant . . . . .	\$120.00	
Repairs of equipment . . . . .	25.00	
Station removals and changes . . . . .	10.50	
Depreciation of plant and equip- ment . . . . .	80.00	
Miscellaneous . . . . .	128.00	
Total—maintenance . . . . .	\$363.50	
Traffic—		
Operators' wages . . . . .	\$150.00	
Office supplies and expenses . . . . .	15.50	
Miscellaneous . . . . .	10.00	
Total—traffic . . . . .	\$175.50	
Commercial—		
Collection expenses . . . . .	\$4.50	
Directory expenses . . . . .	5.00	
Total—commercial . . . . .	\$9.50	
Total operating expenses . . . . .	\$548.50	
Taxes . . . . .	23.69	
Uncollectible bills . . . . .	64.00	
Total revenue deductions . . . . .		636.19
Gross income . . . . .		\$47.81
Deductions from gross income:		
Interest on unfunded debt . . . . .		1.32
Net income . . . . .		\$46.49
Surplus at beginning of year . . . . .		431.49
Surplus at close of year . . . . .		\$477.98

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Dis'e't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .				15
Miles of iron wire installed . . . . .				30
Character of service and number of sub- scribers:				
Village . . . . .	3			3
Pay stations . . . . .	4			4
Rural . . . . .	69	3		72
Total . . . . .	76	3		79

# CHICHESTER TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Chichester, N. H.

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## Principal Officers.

President . . . . .	F. B. Shaw . . . . .	Chichester, N. H.
Vice-President . . . . .	C. A. Langmaid . . . . .	Chichester, N. H.
Clerk . . . . .	C. A. Langmaid . . . . .	Chichester, N. H.
Treasurer . . . . .	W. S. Langmaid . . . . .	Chichester, N. H.
General Manager . . . . .	F. B. Shaw . . . . .	Chichester, N. H.

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## Directors.

F. B. Shaw . . . . .	Chichester, N. H.
G. W. Lake . . . . .	Chichester, N. H.
N. G. Edmunds . . . . .	Chichester, N. H.
A. S. Dame . . . . .	Chichester, N. H.
S. C. Marden . . . . .	Chichester, N. H.

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## History.

Date of incorporation: June 3, 1905.

Amended: April 6, 1906.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Chichester, Loudon and Epsom.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	84
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	2,100.00
Total par value outstanding . . . . .	2,100.00
Dividends:	
Amount declared during year . . . . .	126.00
Rate, 6%.	
Number of stockholders . . . . .	19
Number of stockholders in New Hampshire . . . . .	19
Par value of capital stock held in New Hampshire . . . . .	\$2,100.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$878.50
Materials and supplies . . . . .	30.80
Fixed capital . . . . .	2,100.00
Total . . . . .	\$3,009.30
<i>Liabilities.</i>	
Current liabilities:	
Dividends payable . . . . .	\$126.00
Reserve for depreciation . . . . .	400.00
Capital stock . . . . .	2,100.00
Surplus . . . . .	383.30
Total . . . . .	\$3,009.30
<b>Fixed Capital</b>	
Exchange lines:	
Pole lines . . . . .	\$1,440.00
Aerial wire . . . . .	660.00
Total cost of fixed capital . . . . .	\$2,100.00
Less reserve for depreciation . . . . .	400.00
Total (net) value of fixed capital . . . . .	\$1,700.00
<b>Income Account.</b>	
Operating revenues:	
Exchange—	
Subscribers stations . . . . .	\$1,122.96
Toll—	
Commissions . . . . .	100.00
Total operating revenues . . . . .	\$1,222.96
Operating expenses:	
Maintenance—	
Depreciation of equipment . . . . .	\$400.00
Miscellaneous . . . . .	149.95
Total—maintenance . . . . .	\$549.95
<i>Carried forward</i>	
	\$1,222.96

Income Account.— <i>Concluded.</i>	
Total operating revenues. <i>Brought forward</i>	\$1,222.96
Total—maintenance.                   “       “       \$549.95	
Traffic—	
Office supplies and expenses . . . . .	500.04
Commercial—	
Collection expenses . . . . .	55.50
General administration—	
Supplies and expenses . . . . .	12.50
Total operating expenses . . . . .	<u>\$1,117.99</u>
Taxes . . . . .	51.26
Total revenue deductions . . . . .	<u>1,169.25</u>
Net income . . . . .	\$53.71
Surplus at beginning of year . . . . .	<u>455.59</u>
Total surplus . . . . .	\$509.30
Dividends . . . . .	<u>126.00</u>
Surplus at close of year . . . . .	<u>\$383.30</u>
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	27
Miles of iron wire installed . . . . .	40
Service:	
Subscribers—rural:	
Number at beginning of year. . . . .	60
Added during year. . . . .	3
Discontinued during year . . . . .	1
Number at close of year . . . . .	<u>62</u>



# CITIZENS TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

No. 516½ Main St., Laconia, N. H.

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## Principal Officers.

President . . . . .	A. W. Abbott . . . . .	Laconia, N. H.
Treasurer . . . . .	S. B. Cole . . . . .	Lakeport, N. H.
Auditor . . . . .	J. W. Ashman . . . . .	Laconia, N. H.
General Manager . . . . .	W. B. Johnson . . . . .	Laconia, N. H.

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## Directors.

A. W. Abbott . . . . .	Laconia, N. H.
J. W. Ashman . . . . .	Laconia, N. H.
T. E. Prescott . . . . .	Laconia, N. H.
J. H. Dow . . . . .	Lakeport, N. H.
V. E. Haserick . . . . .	Lakeport, N. H.
C. H. Odell . . . . .	Laconia, N. H.
W. P. Odell . . . . .	Meredith, N. H.
James Aiken . . . . .	Franklin, N. H.

Term expires: June, 1913.

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## History.

Date of incorporation: July 21, 1896.

Amended: January 18, 1899; June 21, 1900; June 14, 1902; October 18, 1902, and July 18, 1903.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Laconia, Tilton, Franklin, Meredith, Belmont, Bristol, Gilford, Canterbury, New Hampton, Sanbornton and Northfield.

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Capital Stock.	
Number of shares authorized:	
Common stock, . . . . .	4,000
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	100,000.00
Total par value outstanding . . . . .	100,000.00
Dividends:	
Amount declared during year . . . . .	4,000.00
Rate, 4 %.	
Number of stockholders . . . . .	254
Number of stockholders in New Hampshire . . . . .	242
Par value of capital stock held in New Hampshire . . . . .	\$93,975.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$1,545.16
Accounts receivable . . . . .	2,700.00
	<hr/>
	\$4,245.16
Materials and supplies . . . . .	400.00
Fixed capital . . . . .	116,835.68
	<hr/>
Total . . . . .	\$121,480.84
<i>Liabilities.</i>	
Current liabilities:	
Bills payable (notes) . . . . .	\$2,600.00
Dividends payable. . . . .	2,000.00
	<hr/>
	\$4,600.00
Capital stock . . . . .	100,000.00
Surplus. . . . .	16,880.84
	<hr/>
Total . . . . .	\$121,480.84
Fixed Capital.	
Intangible capital . . . . .	\$2,256.38
Central office equipment . . . . .	6,113.56
Subscribers' station equipment . . . . .	29,220.34
Exchange lines:	
Pole lines . . . . .	45,100.16
Aerial wire . . . . .	17,662.14
Aerial cable . . . . .	13,318.00
Underground conduit . . . . .	689.65
Submarine cable . . . . .	1,650.00
Right of way . . . . .	186.00
Office furniture and fixtures . . . . .	446.45
Tools and vehicles . . . . .	128.00
Repair shop equipment . . . . .	65.00
	<hr/>
Total cost of fixed capital . . . . .	\$116,835.68

Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$26,399.19	
Public pay stations . . . . .	42.10	
Total exchange . . . . .		\$26,441.29
Toll—		
Company intrastate . . . . .		355.45
Total operating revenues . . . . .		\$26,796.74
Operating expenses:		
Maintenance—		
Repairs of wire plant . . . . .	\$4,116.18	
Repairs of equipment . . . . .	899.14	
Station removals and changes . . . . .	96.00	
Total maintenance . . . . .	\$5,111.32	
Traffic—		
Central office superintendence . . . . .	\$420.00	
Operators' wages . . . . .	6,187.05	
Central office supplies and expenses . . . . .	100.01	
Pay station expenses . . . . .	7.00	
Miscellaneous . . . . .	365.00	
Total—traffic . . . . .	\$7,079.06	
Commercial—		
Administration . . . . .	\$629.00	
Promotion . . . . .	154.45	
Collection expenses . . . . .	420.13	
Miscellaneous . . . . .	1,679.14	
Total—commercial . . . . .	\$2,882.72	
General administration—		
General office salaries . . . . .	\$1,450.00	
General office supplies and expenses . . . . .	186.00	
Miscellaneous . . . . .	1,721.25	
Total—general administration . . . . .	\$3,357.25	
Total operating expenses . . . . .	\$18,430.35	
Taxes . . . . .	1,281.61	
Total revenue deductions . . . . .		19,711.96
Gross income . . . . .		\$7,084.78
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Gross income. <i>Brought forward</i>	\$7,084.78
Deductions from gross income:	
Interest on unfunded debt . . . . .	230.00
Net income . . . . .	\$6,854.78
Surplus at beginning of year . . . . .	14,026.06
Total surplus . . . . .	\$20,880.84
Dividends . . . . .	4,000.00
Surplus at close of year . . . . .	\$16,880.84

**Wire Plant and Service Data.**

	Beginning of year.	Added during year.	Disct'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .	283	7	.....	290
Miles of iron wire installed . . . . .	1,714	36	.....	1,750
Miles of copper wire installed . . . . .	94	8	.....	102
Feet of cable installed . . . . .	40,656	.....	.....	40,656
Character of service and number of subscribers:				
City or village . . . . .	1,342	3	55	1,290
Pay stations . . . . .	13	.....	.....	13
Rural . . . . .	548	36	.....	584
Total . . . . .	1,903	39	55	1,887

G. H. CLARK ET AL.

WEST WINDHAM, N. H.

(See Hudson Centre &amp; West Windham Telephone Company.)

# COLBY & DOWNING.

BOW, N. H.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

None.

## Owners.

Cyrus E. Colby . . . . .	Hooksett, N. H.
Leonard Colby . . . . .	Hooksett, N. H.
Henry W. Downing . . . . .	Hooksett, N. H.
Herbert Colby . . . . .	Hooksett, N. H.
E. T. Smith . . . . .	New Durham N. H.

## General Balance Sheet.

<i>Assets.</i>	
Fixed capital . . . . .	\$65.00
Total . . . . .	\$65.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$65.00
Total . . . . .	\$65.00

## Fixed Capital.

Pole lines . . . . .	\$10.00
Aerial wire. . . . .	15.00
Equipment . . . . .	40.00
Total . . . . .	\$65.00

## Income Account.

No operating revenues or operating expenses.

Note.—The line, which is about one and one-fourth miles in length, is used by the owners only.

# COLD RIVER TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Chatham, N. H.

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## Principal Officers.

President . . . . .	John F. Charles . . . . .	Chatham, N. H.
Vice-President . . . . .	John L. Chandler . . . . .	North Chatham, N. H.
Clerk . . . . .	Chester C. Eastman . . . . .	Chatham, N. H.
Treasurer . . . . .	C. O. Barrows . . . . .	Stowe, Maine.
Auditor . . . . .	John L. Chandler . . . . .	North Chatham, N. H.
General Manager . . . . .	C. S. Chandler . . . . .	North Chatham, N. H.

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## Directors.

C. S. Chandler . . . . .	North Chatham, N. H.
W. P. Chandler . . . . .	North Chatham, N. H.
W. P. Emerson . . . . .	Stowe, Maine.

Term expires: Third Wednesday in February.

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## History.

Date of incorporation, April 16, 1907.  
 Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Chatham and Conway, New Hampshire, and Fryeburg, Maine.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	33
Par value of one share . . . . .	\$50.00
Total par value authorized . . . . .	1,650.00
Total par value outstanding . . . . .	1,650.00
Dividends:	
Amount declared during year . . . . .	*135.00
Rate, 10%.	
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	5
Par value of capital stock held in New Hampshire . . . . .	\$1,000.00

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On \$1,350.00.

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$248.79
Materials and supplies . . . . .	40.00
Fixed capital . . . . .	1,501.50
Re-acquired securities . . . . .	300.00
Total . . . . .	\$2,090.29
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$172.00
Capital stock . . . . .	1,650.00
Surplus . . . . .	268.29
Total . . . . .	\$2,090.29
<b>Fixed Capital.</b>	
Organization . . . . .	\$1.50
Subscribers' station equipment . . . . .	500.00
Exchange lines:	
Pole lines . . . . .	750.00
Aerial wire . . . . .	250.00
Total cost of fixed capital . . . . .	\$1,501.50
<b>Income Account.</b>	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$600.00
Public pay stations . . . . .	37.00
Total operating revenues . . . . .	\$637.00
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$50.00
Depreciation of plant and equip- ment . . . . .	162.00
Miscellaneous . . . . .	60.00
Total—maintenance . . . . .	\$272.00
<i>Carried forward</i>	
	\$637.00

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$637.00
Total maintenance.                   “       “       \$272.00	
Traffic—	
Office supplies and expenses       .   .   .       170.00	
Commercial—	
Collection expenses       .   .   .       30.00	
Total operating expenses       .   .   .       472.00	
Net income       .   .   .       \$165.00	
Surplus at beginning of year       .   .   .       238.29	
Total surplus       .   .   .       \$403.29	
Dividends       .   .   .       135.00	
Surplus at close of year       .   .   .       \$268.29	

**Wire Plant and Service Data.**

	Begin- ning of year.	Added during year.	Dis'e't'd during year.	Close of year.
Wire plant:				
Grounded circuits.				
Miles of poles installed . . . . .	21	1	.....	22
Miles of iron wire installed . . . . .	25	1	.....	26
Character of service and number of sub- scribers:				
Village . . . . .				50
Pay stations . . . . .				5
Total . . . . .				55



# CONTOOCOOK VALLEY TELEPHONE COMPANY.

(G. W. Lincoln, Proprietor.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Hillsborough, N. H.

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## Localities Served.

Antrim, Bennington, Deering, Henniker and Hillsborough.

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### General Balance Sheet.

<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$175.00	
Accounts receivable:		
From subscribers and agents . .	200.00	
		\$375.00
Materials and supplies . . . . .		40.00
Fixed capital . . . . .		2,000.00
		\$2,415.00
Total . . . . .		\$2,415.00
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$98.00	
Accounts payable . . . . .	500.00	
		\$598.00
Capital invested . . . . .		1,817.00
		\$2,415.00
Total . . . . .		\$2,415.00
<b>Fixed Capital.</b>		
Subscribers' station equipment . . . . .		\$1,000.00
Exchange lines:		
Pole lines . . . . .		600.00
Aerial wire . . . . .		400.00
		\$2,000.00
Total . . . . .		\$2,000.00

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Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$5,400.00
Toll—	
(Not classified) . . . . .	400.00
Total operating revenues . . . . .	\$5,800.00
Operating expenses:	
Maintenance—	
Repairs of equipment . . . . .	\$1,000.00
Other repairs . . . . .	1,000.00
Miscellaneous . . . . .	500.00
Total—maintenance . . . . .	\$2,500.00
Traffic—	
Operators' wages . . . . .	\$1,456.00
Office supplies and expenses . . . . .	100.00
Total—traffic . . . . .	\$1,556.00
Commercial—	
Directory expenses . . . . .	\$10.00
General administration—	
Miscellaneous . . . . .	200.00
Insurance . . . . .	150.00
Total operating expenses . . . . .	\$4,416.00
Taxes . . . . .	98.00
Total revenue deductions . . . . .	4,514.00
Net earnings. . . . .	\$1,286.00
Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	5
Miles of iron wire installed . . . . .	40
Character of service and number of subscribers:	
Village . . . . .	12
Rural . . . . .	288
Total . . . . .	300

# COOS TELEPHONE COMPANY.

LANCASTER, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Main Office.

50 Oliver Street, Boston, Mass.

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## Principal Officers.

President . . . . .	Jasper N. Keller . . . . .	Boston, Mass.
Vice-President . . . . .	F. W. Story . . . . .	Boston, Mass.
Clerk . . . . .	Merrill Shurtleff . . . . .	Lancaster, N. H.
Asst. Clerk . . . . .	E. A. Wilkie . . . . .	Boston, Mass.
Treasurer . . . . .	Edmund S. Willard . . . . .	Boston, Mass.
Auditor . . . . .	Edmund W. Longley . . . . .	Boston, Mass.
General Manager . . . . .	W. A. Lewis . . . . .	Lancaster, N. H.

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## Directors.

Jasper N. Keller . . . . .	Surry, N. H.
Francis A. Houston . . . . .	Concord, Mass.
W. J. Denver . . . . .	Roxbury, Mass.
Matt B. Jones . . . . .	Newton, Mass.
F. W. Story . . . . .	Laconia, N. H.
Carl T. Keller . . . . .	Brookline, Mass.
Henry F. Green . . . . .	Littleton, N. H.
John T. Amey . . . . .	Lancaster, N. H.
Walter Drew . . . . .	Colebrook, N. H.
John C. Hutchins . . . . .	N. Stratford, N. H.
John B. Noyes . . . . .	Berlin, N. H.
Term expires: May 3, 1913.	

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## History.

Date of organization: May 20, 1907.

This company was organized under the general law of the State of New Hampshire. Stock was issued June 1, 1907 in payment of plant of the Northern Tel. and Tel. Company and the plant of the New England Tel. and Tel. Company located at Bethlehem, Lisbon, Littleton and Whitefield, N. H. The first named company is not now doing business and keeps no accounts.

(Continued)

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*History.—Concluded.*

Stock was issued in 1910 in payment of plant of Essex and Coos Telephone Company located at Bloomfield, Brunswick, Canaan, Guildhall, Lemington and Maidstone, Vt., and at Clarksville, Colebrook, Jefferson, Lancaster, Northumberland, Pittsburg, Stewartstown and Whitefield, N. H.

In December, 1911, authority was given by the Public Service Commission of New Hampshire under Order No. 30 for that portion of the plant and property formerly owned by the Woodsville Telephone Company located in the town of Lisbon, the northerly portion of the town of Landaff and in the town of Bath north of Bath post-office village.

In June, 1912, authority was given by the Public Service Commission of New Hampshire under Orders Nos. 71 and 72 for the purchase for cash of the plant and property of the Colebrook, Columbia and Errol Telephone Company, owned by J. H. Dudley, located in the towns of Clarksville, Colebrook, Columbia, Dixville, Errol, Millsfield, Pittsburg and Stewartstown.

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**Localities Served in New Hampshire.**

Bath	Dummer	Millsfield
Berlin	Errol	Northumberland
Bethlehem	Gorham	Pittsburg
Cambridge	Jefferson	Randolph
Carroll	Kilkenny	Shelburne
Clarksville	Lancaster	Stark
Columbia	Landaff	Stratford
Colebrook	Lisbon	Stewartstown
Crawford Grant	Littleton	Wentworth Location
Dalton	Lyman	Whitefield
Dixville	Milan	

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**Capital Stock.**

Number of shares authorized:	
Common stock . . . . .	6,120
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	153,000.00
Total par value outstanding . . . . .	153,000.00
Dividends:	
Amount declared during year . . . . .	10,710.00
Rate, 7%.	
Number of stockholders . . . . .	31
Number of stockholders in New Hampshire . . . . .	24
Par value of capital stock held in New Hampshire . . . . .	\$17,775.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$487.11
Accounts receivable:	
From subscribers and agents . . . . .	11,990.12
Miscellaneous accounts receivable . . . . .	1,457.05
	<hr/>
	\$13,934.28
Materials and supplies . . . . .	9,628.28
Fixed capital . . . . .	203,772.32
Prepayments . . . . .	39.57
	<hr/>
Total . . . . .	\$227,374.45
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$907.00
Unearned revenue . . . . .	79.56
Accounts payable:	
Accounts with system corporations . . . . .	22,036.33
Audited vouchers and wages unpaid . . . . .	182.99
Miscellaneous . . . . .	1,038.45
Bills payable . . . . .	16,269.30
	<hr/>
	\$40,513.63
Reserve for depreciation . . . . .	22,117.16
Optional reserves . . . . .	271.09
Capital stock . . . . .	153,000.00
Surplus . . . . .	11,472.57
	<hr/>
Total . . . . .	\$227,374.45
<i>Fixed Capital.</i>	
Central office equipment	}
Subscribers' station equipment	
Exchange lines:	
Pole lines	
Aerial wire	
Aerial cable	
Underground conduit	
Underground cable	
Submarine cable	
Right of way	
Toll lines:	
Pole lines	
Aerial wire	
Aerial cable	
Underground conduit	
Underground cable	
Submarine cable	
Right of way	
Office furniture and fixtures . . . . .	558.18
Tools and vehicles . . . . .	823.65
	<hr/>
Total cost of fixed capital . . . . .	\$203,772.32
Less reserve for depreciation . . . . .	22,117.16
	<hr/>
Total (net) value of fixed capital . . . . .	\$181,655.16

Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$53,707.61	
Public pay stations . . . . .	291.89	
Attachments and rentals . . . . .	516.67	
Total—exchange . . . . .		\$54,516.17
Toll—		
Company intrastate . . . . .	\$13,985.13	
Company interstate . . . . .	4,646.63	
Foreign interstate . . . . .	440.06	
Telegraph commissions . . . . .	213.32	
Miscellaneous . . . . .	5.87	
Total—toll . . . . .		19,291.01
Total operating revenues . . . . .		<u>\$73,807.18</u>
Operating expenses:		
Maintenance—		
Supervision . . . . .	\$772.30	
Repairs of wire plant . . . . .	16,588.64	
Repairs of equipment . . . . .		
Repairs of buildings and grounds . . . . .		
Station removals and changes . . . . .	1,604.54	
Depreciation of plant and equip- ment . . . . .	4,697.75	
Total—maintenance . . . . .	\$23,663.23	
Traffic—		
Operators' wages . . . . .	\$15,076.55	
Total—traffic . . . . .	\$15,076.55	
Commercial—		
Directory expenses . . . . .	\$619.88	
Miscellaneous . . . . .	1,673.28	
Total—commercial . . . . .	\$2,293.16	
General administration—		
General office salaries . . . . .	\$500.00	
Other general and law expenses . . . . .	1,102.73	
Wages—		
Commercial and traffic—		
Supervision . . . . .	1,508.66	
Clerical . . . . .	3,338.16	
Canvassing . . . . .	316.57	
Collecting . . . . .	1,148.06	
Miscellaneous . . . . .	268.56	
Rent and house service . . . . .	2,643.13	
Trav. commercial and traffic . . . . .	572.59	
Postage, printing and stationery . . . . .	1,616.12	
Privileges and use of property . . . . .	3,115.93	
Total—general administration . . . . .	\$16,130.51	
Carried forward	\$57,163.45	<u>\$73,807.18</u>

Income Account.— <i>Concluded.</i>			
Total operating revenues.	<i>Brought forward</i>		\$73,807.18
Operating expenses.	“ “	\$57,163.45	
Insurance . . . . .		798.43	
Total operating expenses . . . . .		\$57,961.88	
Taxes . . . . .		2,285.83	
Uncollectible bills . . . . .		1,283.89	
Total revenue deductions . . . . .			61,531.60
Gross income . . . . .			\$12,275.58
Deductions from gross income:			
Interest on unfunded debt . . . . .			1,613.58
Net income . . . . .			\$10,662.00
Surplus at beginnnng of year . . . . .			8,526.95
Total surplus . . . . .			\$19,188.95
Net adjustments during year (credit) . . . . .			2,993.62
Adjusted balance (surplus) . . . . .			\$22,182.57
Dividends . . . . .			10,710.00
Surplus at close of year . . . . .			\$11,472.57

## Central Office Data.

EXCHANGE.	Switchboard. Magneto.	LINES CONNECTED.				Ultimate capacity of lines.
		Local.	Rural.	Toll.	Total.	
Berlin . . . . .	1	235	0	11	246	900
Bethlehem . . . . .	1	52	5	3	60	200
Colebrook . . . . .	1	37	17	6	60	200
Gorham . . . . .	1	38	7	4	49	100
Groveton . . . . .	1	18	3	6	27	200
Lancaster . . . . .	1	86	8	14	108	300
Lisbon . . . . .	1	37	12	5	54	200
Littleton . . . . .	1	154	15	29	198	600
Milan . . . . .	1	5	6	1	12	20
No. Stratford . . . . .	1	19	4	7	30	100
W. Stewartstown . . . . .	1	24	12	1	37	50
Whitefield . . . . .	1	47	7	5	59	200
Totals . . . . .	12	752	96	92	940	3,070

## Wire Plant and Service Data.

	Beginning of year.	Added dur- ing year.	Disc't'd during year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				
Miles of poles installed . . . . .	448.3	84.7	2.0	531.0
Miles of iron wire installed . . .	1,118.9	259.5	95.0	1,283.4
Miles of copper wire installed . .	1,066.9	146.0	5.0	1,207.9
Feet of cable installed . . . . .	39,685.0	7,450.0	.....	47,135.0
Character of service and number of subscribers: (entire com- pany)				
City or village—				
One party, business . . . . .	69	735	433	87
One party, residence . . . . .	71			79
Two party, business . . . . .	114			148
Two party, residence . . . . .	85			148
Six party or more—				
Business . . . . .	400			372
Residence . . . . .	1,073			999
Pay stations . . . . .	81			80
Total local stations . . . . .	1,893			1,913
Rural—		735	433	
Rural or farm line—				
Business . . . . .	16			36
Residence . . . . .	674			878
Total rural stations . . . . .	690			914
Extension stations, all kinds . .	143			148
Private branch exchange sta- tions . . . . .	8			56
Official stations . . . . .	11			16
Totals . . . . .	2,745	735	433	3,047



# CORNISH FLAT TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Cornish Flat, N. H.

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## Principal Officers.

President . . . . .	W. H. Child . . . . .	Cornish Flat, N. H.
Vice-President . . . . .	Leroy H. Harlow . . . . .	Cornish Flat, N. H.
Clerk . . . . .	Newell E. Huggins . . . . .	Cornish Flat, N. H.
Treasurer . . . . .	Newell E. Huggins . . . . .	Cornish Flat, N. H.
Auditor . . . . .	Evarts P. Brown . . . . .	Cornish Flat, N. H.
General Manager . . . . .	Geo. C. Huggins . . . . .	Cornish Flat, N. H.
Superintendent . . . . .	Geo. C. Huggins . . . . .	Cornish Flat, N. H.

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## Directors.

Evarts P. Brown . . . . .	Cornish Flat, N. H.
Wm. H. Sisson . . . . .	Cornish Flat, N. H.
Geo. C. Huggins . . . . .	Cornish Flat, N. H.

Term expires: October 26, 1912.

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## History.

Date of incorporation: October 30, 1909.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Cornish.

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## General Balance Sheet.

### Assets.

Cash and current assets:	
Cash . . . . .	\$4.08
Fixed capital . . . . .	428.07
Deficit . . . . .	2.85
Total . . . . .	\$435.00
<hr/>	
<i>Liabilities.</i>	
Capital invested . . . . .	\$435.00
Total . . . . .	\$435.00

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<b>Fixed Capital.</b>	
Exchange lines:	
Aerial wire } . . . . .	\$428.07
Aerial cable }	
Total cost of fixed capital . . . . .	\$428.07
<b>Income Account.</b>	
Revenues, all sources:	
Assessments . . . . .	\$30.00
Rentals . . . . .	6.76
Merchandise . . . . .	5.22
Total revenue . . . . .	\$41.98
Expenses:	
Maintenance . . . . .	\$44.83
Net loss . . . . .	\$2.85
(Deficit at close of year.)	
<b>Wire Plant and Service Data.</b>	
Wire plant:	
Miles of poles installed . . . . .	3
Miles of iron wire installed . . . . .	12
Service:	
Subscribers—village:	
Number at beginning of year . . . . .	15
Added during year . . . . .	2
Discontinued during year . . . . .	1
Number at close of year . . . . .	16

WALLACE W. DOLE.

Washington, N. H.

(See Washington &amp; Cherry Valley Telephone Company.)

# DUNBARTON TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Dunbarton, N. H.

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## Principal Officers.

President . . . . .	Edward P. Paige . . .	Concord, N. H. Route 2.
Vice-President . . . .	Walter Putney . . .	Concord, N. H. Route 3.
Clerk . . . . .	F. L. Ireland . . .	Goffstown, N. H.
Treasurer . . . . .	Henry S. Whipple . .	Concord, N. H. Route 2.
General Manager . . .	John Bunten . . .	Dunbarton, N. H.

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## Directors.

James E. Stone . . . . .	Concord, N. H., Route 2.
Edward P. Paige . . . . .	Concord, N. H., Route 2.
George H. Ryder . . . . .	Goffstown, N. H., Route 1.
Chas. F. M. Stark . . . . .	Concord, N. H., Route 2.
John T. Haines . . . . .	Concord, N. H., Route 3.
George O. Bailey . . . . .	Concord, N. H., Route 2.
Walter Putney . . . . .	Concord, N. H., Route 3.
Term expires: June, 1913.	

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## History.

Date of incorporation: March 18, 1902.

Amended: April 7, 1903.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Dunbarton, Bow, Hopkinton, Weare and Goffstown.

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**Capital Stock.**

Number of shares authorized:	
Common stock . . . . .	72
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	1,800.00
Total par value outstanding . . . . .	1,800.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	72
Number of stockholders in New Hampshire . . . . .	72
Par value of capital stock held in New Hampshire . . . . .	\$1,800.00

**General Balance Sheet.***Assets.*

Cash and current assets:		
Cash . . . . .	\$187.36	
Accounts receivable:		
From subscribers and agents . . . . .	297.00	
		\$484.36
Fixed capital . . . . .		3,438.40
Total . . . . .		\$3,922.76

*Liabilities.*

Current liabilities:		
Miscellaneous accounts payable . . . . .	\$95.00	
Bills payable (notes) . . . . .	800.00	
		\$895.00
Capital stock . . . . .		1,800.00
Surplus . . . . .		1,227.76
Total . . . . .		\$3,922.76

**Fixed Capital.**

Central office equipment . . . . .	\$84.00
Subscribers' station equipment . . . . .	1,214.40
Exchange lines:	
Pole lines . . . . .	1,284.00
Aerial wire . . . . .	856.00
Total cost of fixed capital . . . . .	\$3,438.40

Income Account.	
Operating revenues:	
Rents and assessments . . . . .	\$832.59
Commissions—toll . . . . .	63.51
Miscellaneous . . . . .	21.00
Total operating revenues . . . . .	\$917.10
Operating expenses:	
Operators' wages . . . . .	\$365.00
Miscellaneous general expenses . . . . .	319.27
Total operating expenses . . . . .	\$684.27
Taxes . . . . .	23.07
Total revenue deductions . . . . .	707.34
Net income . . . . .	\$209.76
Surplus at beginning of year . . . . .	1,018.00
Surplus at close of year . . . . .	\$1,227.76
Wire Plant Data.	
Grounded circuits.	
Miles of poles installed . . . . .	40

# ERROL HILL TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Errol, N. H.

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## Principal Officers.

President . . . . .	E. E. Bennett . . . . .	Errol, N. H.
Vice-President . . . . .	J. L. Bragg . . . . .	Errol, N. H.
Clerk . . . . .	A. C. Thurston . . . . .	Errol, N. H.
Treasurer . . . . .	L. C. Bragg . . . . .	Errol, N. H.

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## Directors.

		Term expires.
A. E. Bennett . . . . .	Errol, N. H. . . . .	1914
L. C. Bragg . . . . .	Errol, N. H. . . . .	1913
J. P. Corbett . . . . .	Errol, N. H. . . . .	1912

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## History.

Date of organization: September 28, 1907.  
No record of incorporation.

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## Localities Served.

Errol and Cambridge, New Hampshire, and Upton, Maine.

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## Capital Stock.

Number of shares issued:	
Common stock . . . . .	55
Par value of one share . . . . .	\$10.00
Total par value outstanding . . . . .	550.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	47
Number of stockholders in New Hampshire . . . . .	27
Par value of capital stock held in New Hampshire . . . . .	\$310.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$25.22	
Accounts receivable . . . . .	14.78	
		\$40.00
Materials and supplies . . . . .		5.00
Fixed capital . . . . .		545.00
Total . . . . .		\$590.00
<i>Liabilities.</i>		
Current liabilities:		
Accounts payable . . . . .		\$40.00
Capital stock . . . . .		550.00
Total . . . . .		\$590.00
Fixed Capital.		
Exchange lines:		
Polelines } . . . . .		\$540.00
Aerial wire } . . . . .		5.00
Tools and vehicles . . . . .		
Total cost of fixed capital . . . . .		\$545.00
Income Account.		
Revenues, all sources:		
Assessments . . . . .		\$34.00
Profit on merchandise . . . . .		2.38
Total revenues . . . . .		\$36.38
Expenses:		
On % tolls and switch fees . . . . .	\$9.52	
Miscellaneous . . . . .	3.60	
Total expenses . . . . .		13.12
Net income . . . . .		\$23.26
Deficit at beginning of year . . . . .		25.22
Total deficit . . . . .		\$1.96
Adjustments during year (Cr.) . . . . .		1.96
Surplus at close of year . . . . .		\$0.00

Wire Plant and Service Data.	
Wire plant:	
Grounded circuits.	
Miles of poles installed . . . . .	13
Miles of iron wire installed . . . . .	13
Character of service and number of subscribers:	
Rural . . . . .	47



# ETNA TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Etna, N. H.

## Partners.

F. B. Camp . . . . .	Etna, N. H.
M. C. Camp . . . . .	Etna, N. H.
H. N. Camp . . . . .	Etna, N. H.
A. L. Camp . . . . .	Etna, N. H.
F. V. Tuxbury . . . . .	Etna, N. H.

## History.

Partnership formed: May 1, 1911.

## Localities Served.

Hanover and Lebanon.

## General Balance Sheet.

### Assets.

Cash and current assets:		
Cash . . . . .	\$21.85	
Accounts receivable:		
From subscribers and agents . . . . .	101.80	
		\$123.65
Materials and supplies . . . . .		47.00
Fixed capital . . . . .		550.00
Deficit . . . . .		405.08
Total . . . . .		\$1,125.73

### Liabilities.

Current liabilities:		
Bills payable (notes) . . . . .	\$550.00	
Accounts payable . . . . .	75.73	
		\$625.73
Capital invested . . . . .		500.00
Total . . . . .		\$1,125.73

Fixed Capital.	
Central office equipment . . . . .	\$75.00
Subscribers' station equipment . . . . .	300.00
Exchange lines:	
Pole lines . . . . .	75.00
Aerial wire . . . . .	100.00
Total cost of fixed capital . . . . .	\$550.00
Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$400.00
Public pay stations . . . . .	15.00
Attachments and rentals . . . . .	53.40
Total operating revenues . . . . .	\$468.40
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$90.31
Miscellaneous . . . . .	135.13
Total—maintenance . . . . .	\$225.44
Traffic—	
Operators' wages . . . . .	\$200.00
Office supplies and expenses . . . . .	3.15
Total—traffic . . . . .	\$203.15
Total operating expenses . . . . .	428.59
Gross income . . . . .	\$39.81
Deductions from gross income:	
Interest on unfunded debt . . . . .	27.50
Net income . . . . .	\$12.31
Deficit at beginning of year . . . . .	417.39
Deficit at close of year . . . . .	\$405.08

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Grounded circuits.				
Miles of poles installed . . . . .				13
Miles of iron wire installed . . . . .				20
Miles of copper wire installed . . . . .				$\frac{1}{3}$
Character of service and number of sub- scribers:				
Village . . . . .	5	2		7
Pay stations . . . . .	1			1
Rural . . . . .	31	4	4	31
Total . . . . .	37	6	4	39

# ETNA AND HANOVER CENTER TELEPHONE COMPANY.

HANOVER CENTER, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

None.

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## Principal Officers.

President . . . .	Ozro B. Hurlbutt .	Hanover Center, N. H.
Vice-President . . . .	J. Walter Ferson .	Lyme Center, N. H.
Clerk . . . .	Mrs. Delia C. Fitts.	Hanover Center, N. H.
Treasurer . . . .	Ozro B. Hurlbutt .	Hanover Center, N. H.
General Manager . . . .	Ozro B. Hurlbutt .	Hanover Center, N. H.

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## Directors.

Ozro B. Hurlbutt . . . . .	Hanover Center, N. H.
J. Walter Ferson . . . . .	Lyme Center, N. H.
G. N. LaBombard . . . . .	Hanover Center, N. H.
C. H. Hurlbutt . . . . .	Hanover Center, N. H.
H. L. Huntington . . . . .	Etna, N. H.

Term expires: October 1, 1912.

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## History.

Date of incorporation: September 3, 1904.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Hanover (villages of Etna and Hanover Center).

Lines also extend into the town of Lebanon.

---

Capital Stock.	
Number of shares authorized by votes of the company:	
Common stock . . . . .	11
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	1,100.00
Total par value outstanding . . . . .	1,100.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	11
Number of stockholders in New Hampshire . . . . .	11
Par value of capital stock held in New Hampshire . . . . .	\$1,100.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$43.00
Fixed capital . . . . .	600.00
Unextinguished discount on capital stock . . . . .	500.00
Total . . . . .	\$1,143.00
<i>Liabilities.</i>	
Capital stock . . . . .	\$1,100.00
Surplus. . . . .	43.00
Total . . . . .	\$1,143.00
Fixed Capital.	
Exchange lines:	
Poles. . . . .	\$200.00
Wire . . . . .	350.00
Equipment . . . . .	50.00
Total cost of fixed capital . . . . .	\$600.00

Income Account.	
Revenues, all sources. . . . .	\$245.00
Expenses:	
Maintenance—	
Repairs of equipment . . . . .	\$22.00
Total—maintenance . . . . .	\$22.00
Traffic—	
Rental of equipment . . . . .	\$60.00
Switch fees . . . . .	120.00
Total—traffic . . . . .	\$180.00
Total expenses . . . . .	202.00
Net income (Surplus at close of year.) . . . .	\$43.00
Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	10
Miles of iron wire installed . . . . .	10
Service:	
Number of subscribers . . . . .	20

# FAIRLEE TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Fairlee, Vt.

## Partners.

J. Ralph Pierce . . . . .	Fairlee, Vermont
Chas. E. Pierce . . . . .	Fairlee, Vermont

## History.

Partnership formed: May 1, 1906.

## Localities Served.

Fairlee and Thetford, Vermont; Orford and Lyme, New Hampshire.

## General Balance Sheet.

### Assets.

Cash and current assets:		
Cash . . . . .	\$100.00	
Accounts receivable . . . . .	550.00	
		\$650.00
Materials and supplies . . . . .		150.00
Fixed capital . . . . .		10,000.00
Total . . . . .		\$10,800.00

### Liabilities.

Current liabilities:		
Bills payable (notes) . . . . .		\$6,000.00
Capital invested . . . . .		4,000.00
Surplus . . . . .		800.00
Total . . . . .		\$10,800.00

Fixed Capital.	
Central office equipment . . . . .	\$750.00
Subscribers' station equipment . . . . .	2,600.00
Exchange lines:	
Pole lines . . . . .	3,900.00
Aerial wire . . . . .	2,400.00
Tools and vehicles . . . . .	50.00
Repair shop equipment . . . . .	300.00
Total cost of fixed capital . . . . .	\$10,000.00

Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$2,400.00
Toll . . . . .	100.00
Total operating revenues . . . . .	\$2,500.00
Operating expenses:	
Maintenance . . . . .	\$825.00
Traffic . . . . .	1,275.00
Commercial . . . . .	57.52
Total operating expenses . . . . .	2,157.52
Gross income . . . . .	\$342.48
Deductions from gross income:	
Interest on unfunded debt . . . . .	300.00
Net income . . . . .	\$42.48
Surplus at beginning of year . . . . .	757.52
Surplus at close of year . . . . .	\$800.00

Wire Plant and Service Data.	
Wire plant:	
Metallic and grounded circuits.	
Miles of poles installed . . . . .	30-40
Miles of iron wire installed . . . . .	200
Feet of cable installed . . . . .	75
Character of service and number of subscribers:	
Village . . . . .	2
Pay stations . . . . .	3
Rural . . . . .	165
Total . . . . .	*170



# FAIRLEE & WENTWORTH TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Wentworth, N. H.

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## Principal Officers.

President . . . . .	David Wilcox . . . . .	Orford, N. H.
Clerk . . . . .	Neal D. Johnson . . . . .	Wentworth, N. H.
Treasurer . . . . .	Julia Pease . . . . .	Orford, N. H.

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## Directors.

Date of expiration of term.

H. E. Morrison . . . . .	Orford, N. H. . . . .	3d Tuesday November, 1912.
D. N. Eaton . . . . .	Wentworth, N. H. . . . .	3d Tuesday November, 1913.
A. L. Chase . . . . .	Wentworth, N. H. . . . .	3d Tuesday November, 1914.
H. W. Stetson . . . . .	Orford, N. H. . . . .	3d Tuesday November, 1915.
C. M. Pease . . . . .	Orford, N. H. . . . .	3d Tuesday November, 1916.

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## History.

Date of incorporation: January 10, 1905.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Wentworth and Orford.

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## Capital Stock.

Number of shares authorized:

Common stock . . . . .	30
Par value of one share . . . . .	\$20.00
Total par value authorized . . . . .	600.00
Total par value outstanding . . . . .	600.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	30
Number of stockholders in New Hampshire . . . . .	30
Par value of capital stock held in New Hampshire . . . . .	\$600.00

---

**General Balance Sheet.***Assets.*

## Cash and current assets:

Cash . . . . .	\$88.05
Fixed capital . . . . .	600.00
Total . . . . .	\$688.05

*Liabilities.*

Capital stock . . . . .	\$600.00
Surplus . . . . .	88.05
Total . . . . .	\$688.05

**Fixed Capital.**

## Exchange lines:

Pole lines . . . . .	\$412.50
Aerial wire . . . . .	187.50
Total cost of fixed capital . . . . .	\$600.00

**Income Account.**

## Revenues, all sources:

Assessments . . . . .	\$105.57
-----------------------	----------

## Expenses:

Maintenance . . . . .	\$79.62
Taxes . . . . .	9.05
Total revenue deductions . . . . .	88.67
Net income . . . . .	\$16.90
Surplus at beginning of year . . . . .	71.15
Surplus at close of year . . . . .	\$88.05

**Wire Plant Data.**

## Metallic circuits.

Miles of poles installed . . . . .	15
Miles of iron wire installed . . . . .	30

# FAIRMOUNT TELEPHONE COMPANY.

(A. J. HAMM, OWNER.)

YEAR ENDING MARCH 31, 1912.

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## Location of Office.

Leighton's Corner, N. H.

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## Localities Served.

Tuftonboro, Ossipee and Wakefield, New Hampshire; Newfields, Maine.

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## Balance Sheet.

### *Assets.*

#### Cash and current assets:

Cash . . . . .	\$10.00
Accounts receivable . . . . .	95.00

\$105.00

Materials and supplies . . . . .	15.00
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150.00

Fixed capital . . . . .	
-------------------------	--

Total . . . . .	\$270.00
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\$270.00

### *Liabilities.*

#### Current liabilities:

Accounts payable . . . . .	\$65.00
----------------------------	---------

\$65.00

Capital invested . . . . .	205.00
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205.00

Total . . . . .	\$270.00
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\$270.00

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## Fixed Capital.

Poles, lines and wire . . . . .	\$150.00
---------------------------------	----------

\$150.00

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Income Account.	
Operating revenues . . . . .	\$353.14
Operating expenses:	
Maintenance . . . . .	\$96.00
Service on other lines . . . . .	140.98
Rentals . . . . .	61.60
Total operating expenses . . . . .	298.58
Net earnings . . . . .	\$54.56
Wire Plant and Service Data.	
Wire plant:	
Grounded circuits.	
Miles of poles installed . . . . .	24
Miles of iron wire installed . . . . .	24
Service:	
Number of subscribers . . . . .	19

# GRAFTON TELEPHONE COMPANY.

(LEON G. VALIA, OWNER.)

YEAR ENDING JUNE 30, 1912.

Location of Office.	
Grafton, N. H.	
Locality Served.	
Grafton.	
General Balance Sheet.	
<i>Assets.</i>	
Fixed capital . . . . .	\$260.74
<i>Liabilities.</i>	
Capital invested . . . . .	\$260.74
Income Account.	
Operating revenues . . . . .	\$31.62
Operating expenses . . . . .	15.46
Net earnings . . . . .	\$16.16
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	14
Miles of iron wire installed . . . . .	14
Service:	
Number of subscribers . . . . .	14

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WILLIAM B. HALL.

Orford, N. H.

(See Indian Pond Telephone Company.)

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A. J. HAMM.

Leighton's Corner, N. H.

(See Fairmount Telephone Company.)

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JOHN B. HAY.

Bradford, Vt.

(See Bradford Telephone & Telegraph Company.)

# HENNIKER TELEPHONE COMPANY.

YEAR ENDING DECEMBER 31, 1911.

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## Location of Office.

Preston's Block, Henniker, N. H.

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## Principal Officers.

President . . . . .	Fred T. Connor . . .	Contoocook, N. H.
Clerk . . . . .	C. B. Childs . . . .	Henniker, N. H.
Treasurer . . . . .	Geo. H. Sanborn . . .	Henniker, N. H.
General Manager . . . .	Fred T. Connor . . .	Contoocook, N. H.

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## Directors.

Fred T. Connor . . . . .	Contoocook, N. H.
Geo. H. Sanborn . . . . .	Henniker, N. H.
Wm. O. Folsom . . . . .	Henniker, N. H.
Elwin T. Bacon . . . . .	Henniker, N. H.
Levi W. French . . . . .	Contoocook, N. H.

Term expires: First Wednesday in January, 1913.

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## History.

Date of incorporation: August 3, 1904.

Amended: May 8, 1905; May 25, 1908.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Henniker, Hillsborough, Warner and Deering.

---

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	260
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	6,500.00
Total par value outstanding . . . . .	6,500.00
Dividends:	
Amount declared during year . . . . .	325.00
Rate, 5%.	
Number of stockholders . . . . .	52
Number of stockholders in New Hampshire . . . . .	48
Par value of capital stock held in New Hampshire . . . . .	\$5,900.00

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**General Balance Sheet.**
*Assets.*

## Cash and current assets:

Cash . . . . .	\$179.84
Accounts receivable . . . . .	475.00

\$654.84

Materials and supplies . . . . .	100.00
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Special deposits . . . . .	1,211.37
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Fixed capital . . . . .	6,110.00
-------------------------	----------

Total . . . . .	\$8,076.21
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*Liabilities.*

## Current liabilities:

Accounts payable . . . . .	\$105.43
----------------------------	----------

Reserve for depreciation . . . . .	455.50
------------------------------------	--------

Capital stock . . . . .	6,500.00
-------------------------	----------

Surplus . . . . .	1,015.28
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Total . . . . .	\$8,076.21
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**Fixed Capital.**

Central office equipment . . . . .	\$140.00
------------------------------------	----------

Subscribers' station equipment . . . . .	2,145.00
--	----------

## Exchange lines:

Pole lines . . . . .	3,325.00
----------------------	----------

Aerial wire . . . . .	400.00
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Tools and vehicles . . . . .	100.00
------------------------------	--------

Total cost of fixed capital . . . . .	\$6,110.00
---------------------------------------	------------

Less reserve for depreciation . . . . .	455.50
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Total (net) value of fixed capital . . . . .	\$5,654.50
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**Income Account.**

## Operating revenues:

Exchange . . . . .	\$1,815.55
--------------------	------------

## Operating expenses:

## Maintenance—

Repairs of equipment . . . . .	\$450.00
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Depreciation of plant and equipment . . . . .	455.50
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Total—maintenance . . . . .	\$905.50
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*Carried forward*

\$1,815.55



Income Account.— <i>Concluded.</i>		
Operating revenues. <i>Brought forward</i>		\$1,815.55
Total maintenance.       “       “	\$905.50	
Traffic—		
Operators' wages . . . . .	480.00	
Commercial—		
Collection expenses . . . . .	50.00	
Total operating expenses . . . . .	\$1,435.50	
Taxes . . . . .	25.63	
Total revenue deductions . . . . .		1,461.13
Net income . . . . .		\$354.42
Surplus at beginning of year . . . . .		984.86
Dividends . . . . .		\$1,339.28 325.00
Surplus at close of year . . . . .		\$1,014.28

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Miles of poles installed . . . . .	32	1	.....	33
Miles of iron wire installed . . . . .	100	3	.....	103
Character of service and number of subscribers:				
Village . . . . .	126	10	7	129
Rural . . . . .	48	.....	.....	48
Total . . . . .	174	10	7	177

A. F. HILDRETH.

Hollis, N. H.

(See Hollis Telephone Company.)

# HOLLIS TELEPHONE COMPANY.

(A. F. HILDRETH, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Nashua Street, Hollis, N. H.

## Locality Served.

Hollis.

### General Balance Sheet.

#### *Assets.*

#### Cash and current assets:

Accounts receivable . . . . .	\$250.00
Materials and supplies . . . . .	50.00
Fixed capital . . . . .	3,000.00

Total . . . . .	\$3,300.00
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#### *Liabilities.*

#### Current liabilities:

Bills payable . . . . .	\$100.00
Capital invested . . . . .	3,200.00

Total . . . . .	\$3,300.00
-----------------	------------

### Fixed Capital.

Subscribers' station equipment . . . . .	\$1,500.00
Exchange lines:	
Pole lines . . . . .	1,000.00
Aerial wire . . . . .	500.00
Total cost of fixed capital . . . . .	\$3,000.00

Income Account.	
Operating revenues:	
Exchange . . . . .	\$1,800.00
Toll . . . . .	300.00
Total operating revenues . . . . .	\$2,100.00
Operating expenses:	
Maintenance . . . . .	\$320.00
Traffic—	
Operators' wages . . . . .	780.00
General administration—	
Office supplies and expenses . . . . .	30.00
Total operating expenses . . . . .	\$1,130.00
Taxes . . . . .	32.04
Total revenue deductions . . . . .	1,162.04
Gross income . . . . .	\$937.96
Deductions from gross income:	
Interest on unfunded debt . . . . .	6.00
Net earnings. . . . .	\$931.96
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits. . . . .	
Miles of poles installed . . . . .	20
Miles of iron wire installed . . . . .	82
Character of service and number of subscribers:	
Village . . . . .	5
Pay stations . . . . .	2
Rural . . . . .	95
Total . . . . .	102

# HUDSON CENTRE & WEST WINDHAM TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

West Windham, N. H.

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## Partners.

G. H. Clark . . . . .	West Windham, N. H.
A. G. Clark . . . . .	West Windham, N. H.

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## History.

Partnership formed: 1897.

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## Localities Served.

Windham, Pelham and Londonderry.  
Lines also extend into the town of Hudson.

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## General Balance Sheet.

### *Assets.*

#### Cash and current assets:

Cash . . . . .	\$15.62
Accounts receivable . . . . .	60.00

\$75.62

Fixed capital . . . . .	1,000.00
Deficit . . . . .	174.38

Total . . . . .	\$1,250.00
-----------------	------------

### *Liabilities.*

#### Current liabilities:

Bills payable . . . . .	\$250.00
Capital invested . . . . .	1,000.00

Total . . . . .	\$1,250.00
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Fixed Capital.	
Subscribers' station equipment . . . . .	\$460.00
Exchange lines:	
Pole lines . . . . .	525.00
Tools and vehicles . . . . .	15.00
Total cost of fixed capital . . . . .	\$1,000.00
Income Account.	
Operating revenues:	
Subscribers' stations . . . . .	\$560.00
Operating expenses:	
Maintenance—	
Repairs of wire plant . . . . .	\$225.00
Repairs of equipment . . . . .	5.00
Total—maintenance . . . . .	\$230.00
Traffic—	
Central office service . . . . .	150.00
General administration—	
Central office salaries . . . . .	75.00
Total operating expenses . . . . .	\$455.00
Taxes . . . . .	15.38
Total revenue deductions . . . . .	470.38
Gross income . . . . .	\$89.62
Deductions from gross income:	
Interest on unfunded debt . . . . .	15.00
Net income . . . . .	\$74.62
Deficit at beginning of year . . . . .	179.00
Total deficit . . . . .	\$104.38
Dividends . . . . .	70.00
Deficit at close of year . . . . .	\$174.38
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	11
Miles of iron wire installed . . . . .	11
Service:	
Number of subscribers (rural) . . . . .	46

# INDIAN POND TELEPHONE COMPANY.

(WILLIAM B. HALL, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Indian Pond Street, Orford, N. H.

## Localities Served.

Orford, New Hampshire, and Fairlee, Vermont.

## General Balance Sheet.

### *Assets.*

Fixed capital . . . . .	\$100.00
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### *Liabilities.*

Capital invested . . . . .	\$100.00
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## Fixed Capital.

Subscribers' station equipment . . . . .	\$40.00
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Pole lines and aerial wire . . . . .	60.00
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Total cost of fixed capital . . . . .	\$100.00
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## Income Account.

Operating revenues:	
Subscribers' stations . . . . .	\$36.00

Operating expenses:	
Maintenance . . . . .	32.00

Net earnings . . . . .	\$4.00
------------------------	--------

## Wire Plant and Service Data.

Wire plant:	
Miles of poles installed . . . . .	*5
Miles of iron wire installed . . . . .	5

Service:	
Number of subscribers . . . . .	3

\* One mile on trees.

# JEFFERSON TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Principal Officers.

President . . . .	John W. Crawshaw	Jefferson H'g'l'ds, N. H.
Clerk . . . . .	Frank B. Pattee .	Jefferson H'g'l'ds, N. H.
Treasurer . . . .	Wm. A. Crawford	Jefferson H'g'l'ds, N. H.
General Manager . .	John W. Crawshaw	Jefferson H'g'l'ds, N. H.

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## Directors.

John W. Crawshaw . . . . .	Jefferson H'g'l'ds, N. H.
Manasah Perkins . . . . .	Jefferson, N. H.
L. T. McIntire . . . . .	Jefferson, N. H.
R. B. Eastman . . . . .	Jefferson, N. H.
L. D. Kenison . . . . .	Starr King, N. H.
Term expires: Last Tuesday in May, 1913.	

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## History.

Date of incorporation: August 28, 1904.  
 Incorporated under the general law of the state of New Hampshire.

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## Locality Served.

Jefferson.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	40
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	1,000.00
Total par value outstanding . . . . .	1,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	16
Number of stockholders in New Hampshire . . . . .	14
Par value of capital stock held in New Hampshire . . . . .	\$875.00

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**General Balance Sheet.***Assets.*

Cash and current assest :		
Cash . . . . .	\$452.33	
Accounts receivable . . . . .	325.00	
		\$777.33
Materials and supplies . . . . .		20.00
Fixed capital . . . . .		2,735.00
Total . . . . .		\$3,532.33

*Liabilities.*

Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$65.00	
Accounts payable . . . . .	300.00	
Bills payable (notes) . . . . .	450.00	
		\$815.00
Reserve for depreciation . . . . .		735.00
Capital stock . . . . .		1,000.00
Surplus . . . . .		982.33
Total . . . . .		\$3,532.33

**Fixed Capital.**

Exchange lines:		
Pole lines . . . . .		\$920.00
Aerial wire . . . . .		1,580.00
Toll lines:		
Aerial wire . . . . .		210.00
Tools and vehicles . . . . .		25.00
Total cost of fixed capital . . . . .		\$2,735.00
Less reserve for depreciation . . . . .		735.00
Total (net) value of fixed capital . . . . .		\$2,000.00



Income Account.	
Operating revenues:	
Exchange . . . . .	\$1,177.41
Toll . . . . .	350.00
Total operating revenues . . . . .	\$1,527.41
Operating expenses:	
Maintenance . . . . .	\$320.72
Traffic—	
Operators' wages. . . . .	365.00
Total operating expenses . . . . .	\$685.72
Taxes . . . . .	25.63
Total revenue deductions . . . . .	711.35
Gross income . . . . .	\$816.06
Deductions from gross income:	
Interest on unfunded debt . . . . .	65.00
Net income . . . . .	\$751.06
Surplus at beginning of year . . . . .	231.27
Surplus at close of year . . . . .	\$982.33
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits.	
Miles of poles installed. . . . .	23
Miles of iron wire installed. . . . .	51
Service:	
Subscribers—rural	
Number at beginning of year . . . . .	85
Added during year . . . . .	5
Number at close of year . . . . .	90

# KEARSARGE TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Salisbury, N. H.

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## Principal Officers.

President . . . . .	W. S. Carr . . . . .	Andover, N. H.
Clerk . . . . .	T. R. Little . . . . .	Salisbury, N. H.
Treasurer . . . . .	T. R. Little . . . . .	Salisbury, N. H.
General Manager . . . . .	T. R. Little . . . . .	Salisbury, N. H.

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## Directors.

A. A. Beaton . . . . .	Franklin, N. H.
T. R. Little . . . . .	Salisbury, N. H.
J. E. Shepard . . . . .	New London, N. H.
B. W. Sanborn . . . . .	Andover, N. H.
E. N. Sawyer . . . . .	Andover, N. H.
W. P. Graves . . . . .	East Andover, N. H.

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## History.

Date of incorporation: June 24, 1899.

Incorporated under the general law of the State of New Hampshire.

[In June, 1907, the Kearsarge Telephone Company purchased the plant of the Potter Place & New London Telephone Company, paying \$1950 for it in stock of the Kearsarge Telephone Company.]

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## Localities Served.

Salisbury, Webster, Boscawen, Andover, New London, Wilmot, Springfield, and that part of Franklin known as South Franklin.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	600
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	15,000.00
Total par value outstanding . . . . .	11,850.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	108
Number of stockholders in New Hampshire . . . . .	108
Par value of capital stock held in New Hampshire . . . . .	\$11,850.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$390.36
Accounts receivable . . . . .	1,622.08
	\$2,012.44
Materials and supplies . . . . .	100.00
Fixed capital . . . . .	14,521.00
Total . . . . .	\$16,633.44
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$75.00
Interest accrued on unfunded debt . . . . .	57.50
Bills payable (notes) . . . . .	2,500.00
Accounts payable . . . . .	410.19
	\$3,042.69
Capital stock . . . . .	11,850.00
Surplus . . . . .	1,740.75
Total . . . . .	\$16,633.44
Fixed Capital.	
Land . . . . .	\$100.00
Buildings . . . . .	965.00
Central office equipment . . . . .	25.00
Subscribers' station equipment . . . . .	2,250.00
Exchangelines:	
Pole lines . . . . .	8,652.00
Aerial wire . . . . .	2,448.00
Right of way . . . . .	6.00
Office furniture and fixtures . . . . .	25.00
Tools and vehicles . . . . .	50.00
Total cost of fixed capital . . . . .	\$14,521.00

Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$4,104.42
Public pay stations . . . . .	250.58
Total—exchange . . . . .	\$4,355.00
Toll—(net) . . . . .	1,193.61
Total operating revenues . . . . .	\$5,548.61
Operating expenses:	
Maintenance—	
Repairs of wire plant . . . . .	\$660.94
Repairs of equipment . . . . .	253.74
Depreciation of equipment . . . . .	116.94
Total—maintenance . . . . .	\$1,031.62
Traffic—	
Superintendence . . . . .	\$1,994.11
Operators' wages . . . . .	1,271.00
Office supplies and expenses . . . . .	144.70
Rentals . . . . .	524.71
Miscellaneous . . . . .	6.00
Total—traffic . . . . .	\$3,940.52
General administration—	
General office salaries . . . . .	\$18.00
General office supplies and expenses . . . . .	25.00
Total—general administration . . . . .	\$43.00
Insurance . . . . .	\$38.50
Total operating expenses . . . . .	\$5,053.64
Taxes . . . . .	102.53
Total revenue deductions . . . . .	5,156.17
Gross income . . . . .	\$392.44
Deductions from gross income:	
Interest on unfunded debt . . . . .	125.00
Net income . . . . .	\$267.44
Surplus at beginning of year . . . . .	1,473.31
Surplus at close of year . . . . .	\$1,740.75

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 Wire Plant and Service Data.
 

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	Begin- ning of year.	Added during year.	Dise't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .				85
Miles of iron wire installed . . . . .				287
Character of service and number of sub- scribers:				
Pay stations . . . . .	13			13
Rural . . . . .	270	19	7	282
Total . . . . .	283	19	7	295

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# LAKE MOREY TELEPHONE AND TELE- GRAPH COMPANY.

FAIRLEE, VT.

YEAR ENDING JUNE 30, 1912.

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## Principal Officers.

President . . . . .	F. C. Pushee . . . . .	East Thetford, Vt.
Vice-President . . . . .	W. O. Blood . . . . .	Norwich, Vt.
Clerk . . . . .	F. T. Williams . . . . .	White River Jet., Vt.
Treasurer . . . . .	C. S. Wilmot . . . . .	East Thetford, Vt.

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## Directors.

Fred C. Pushee . . . . .	East Thetford, Vt.
W. O. Blood . . . . .	Norwich, Vt.
C. S. Wilmot . . . . .	East Thetford, Vt.
C. C. Emerson . . . . .	East Thetford, Vt.
P. A. Root . . . . .	East Thetford, Vt.
F. T. Williams . . . . .	White River Jet., Vt.
E. O. Lucas . . . . .	Fairlee, Vt.

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## History.

Date of incorporation: 1905.

Incorporated under the general law of the State of Vermont.

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## Localities Served.

Hanover and Lebanon, New Hampshire; Fairlee, Thetford, Norwich and Hartford, Vermont.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	1,000
Par value of one share . . . . .	\$10.00
Total par value authorized . . . . .	10,000.00
Total par value outstanding . . . . .	2,060.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	101
Number of stockholders in New Hampshire . . . . .	12
Par value of capital stock held in New Hampshire . . . . .	\$240.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$42.05	
Accounts receivable . . . . .	300.00	
		\$342.05
Materials and supplies . . . . .		370.00
Fixed capital . . . . .		2,060.00
Deficit . . . . .		87.95
Total . . . . .		\$2,860.00
<i>Liabilities.</i>		
Current liabilities:		
Bills payable (notes) . . . . .		\$800.00
Capital stock . . . . .		2,060.00
Total . . . . .		\$2,860.00
<b>Fixed Capital.</b>		
Subscribers' station equipment . . . . .		\$175.00
Exchange lines:		
Pole lines . . . . .		1,783.00
Aerial wire . . . . .		77.00
Tools and vehicles . . . . .		25.00
Total cost of fixed capital . . . . .		\$2,060.00
<b>Income Account.</b>		
Revenues, all sources:		
Assessments and rentals . . . . .	\$1,080.00	
Tolls . . . . .	12.58	
Total revenues . . . . .		\$1,092.58
Expenses:		
Maintenance . . . . .	\$972.82	
Traffic . . . . .	31.48	
Commercial . . . . .	15.00	
General administration . . . . .	121.45	
Total . . . . .	\$1,140.75	
Taxes (Vt.) . . . . .	12.26	
Total revenue deductions . . . . .		1,153.01
Gross operating loss . . . . .		\$60.43
Interest on unfunded debt . . . . .		24.00
Net loss . . . . .		\$84.43
Deficit at beginning of year . . . . .		3.52
Deficit at close of year . . . . .		\$87.95

Wire Plant and Service Data.	
Wire plant:	
Metallic and grounded circuits.	
Miles of poles installed in New Hampshire . .	5
Miles of iron wire installed in New Hampshire . .	16
Character of service and number of subscribers:	
Pay stations . . . . .	4
Rural . . . . .	102
Total (entire line) . . . . .	106



# LEMPSTER TELEPHONE COMPANY.

(F. A. BARTON, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Lempster, N. H.

## Localities Served.

Unity, Lempster and Acworth.

## General Balance Sheet.

### Assets.

#### Current assets:

Accounts receivable . . . . .	\$500.00
Materials and supplies . . . . .	100.00
Fixed capital . . . . .	1,000.00

Total . . . . .	\$1,600.00
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### Liabilities.

#### Current liabilities:

Accounts payable . . . . .	\$150.00
Capital invested . . . . .	1,450.00

Total . . . . .	\$1,600.00
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## Income Account.

#### Operating revenues:

Exchange . . . . .	\$648.00
Toll . . . . .	125.00

Total operating revenues . . . . .	\$773.00
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#### Operating expenses:

Maintenance . . . . .	\$250.00
Traffic . . . . .	100.00

Total operating expenses . . . . .	\$350.00
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Taxes . . . . .	19.00
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Total revenue deductions . . . . .	369.00
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Net earnings . . . . .	\$404.00
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## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Dise't'd during year.	Close of year.
Character of service and number of subscribers:				
Pay stations.....	5	.....	.....	5
Rural.....	57	12	7	62
Total.....	62	12	7	67

G. W. LINCOLN.

Hillsborough, N. H.

(See Contoocook Valley Telephone Company.)

# LYME PEOPLES TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Lyme, N. H.

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## Principal Officers.

President . . . . .	Geo. G. Harwood . . . . .	Lyme, N. H.
Vice-President . . . . .	A. J. Warren . . . . .	Lyme, N. H.
Clerk . . . . .	Ezra Alden . . . . .	Lyme Center, N. H.
Treasurer . . . . .	F. W. Grant . . . . .	Lyme, N. H.
General Manager . . . . .	Geo. G. Harwood . . . . .	Lyme, N. H.

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## Directors.

Geo. G. Harwood . . . . .	Lyme, N. H.
W. J. Boyd . . . . .	Lyme Center, N. H.
C. H. Baker . . . . .	Lyme Center, N. H.

Term expires: January 7, 1913.

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## History.

Date of incorporation: March 24, 1905.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Hanover, Lyme and Orford.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$10.00
Total par value authorized . . . . .	1,000.00
Total par value outstanding . . . . .	810.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	81
Number of stockholders in New Hampshire . . . . .	81
Par value of capital stock held in New Hampshire . . . . .	\$810.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$16.91	
Accounts receivable: . . . . .	422.83	
		\$439.74
Fixed capital . . . . .		1,300.00
Total . . . . .		<u>\$1,739.74</u>
<i>Liabilities.</i>		
Current liabilities:		
Accounts payable . . . . .		\$262.71
Capital stock . . . . .		810.00
Surplus. . . . .		667.03
Total . . . . .		<u>\$1,739.74</u>
<b>Fixed Capital.</b>		
Central office equipment. . . . .		\$385.00
Exchange lines:		
Pole lines and aerial wire . . . . .		915.00
Total cost of fixed capital . . . . .		<u>\$1,300.00</u>
<b>Income Account.</b>		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .		\$630.64
Operating expenses:		
Maintenance—		
Labor . . . . .	\$206.89	
Supplies . . . . .	115.63	
Total—maintenance . . . . .	<u>\$322.52</u>	
Traffic—		
Operators' wages . . . . .	144.90	
Commercial—		
Collection expenses . . . . .	13.12	
Total operating expenses . . . . .	<u>\$480.54</u>	
Taxes . . . . .	19.22	
Total revenue deductions . . . . .		<u>499.76</u>
Net income . . . . .		\$130.88
Surplus at beginning of year . . . . .		536.15
Surplus at close of year . . . . .		<u>\$667.03</u>

Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	45
Miles of iron wire installed . . . . .	45
Character of service and number of subscribers:	
Rural . . . . .	123

# MADISON LOCAL TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Elm Street, Madison, N. H.

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## Principal Officers.

President . . . . .	James O. Gerry . . .	Madison, N. H.
Vice-President . . . .	John F. Chick . . .	Silver Lake, N. H.
Clerk . . . . .	Frank B. Nason . . .	Madison, N. H.
Treasurer . . . . .	Bertwell P. Gerry . .	Madison, N. H.
General Manager . . .	James O. Gerry . . .	Madison, N. H.

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## Directors.

James O. Gerry . . . . .	Madison, N. H.
John F. Chick . . . . .	Silver Lake, N. H.
Nathaniel M. Nason . . . .	Madison, N. H.
Bertwell P. Gerry . . . . .	Madison, N. H.
Frank B. Nason . . . . .	Madison, N. H.
Leon O. Gerry . . . . .	Madison, N. H.

Term expires: December, 1912.

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## History.

Date of incorporation: November 15, 1905.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Madison, Albany and Tamworth.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	40
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	1,000.00
Total par value outstanding . . . . .	675.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$675.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$10.03
Accounts receivable . . . . .	323.03
	\$333.06
Fixed capital . . . . .	1,625.63
Total . . . . .	\$1,958.69
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$178.90
Capital stock . . . . .	675.00
Surplus. . . . .	1,104.79
Total . . . . .	\$1,958.69
Fixed Capital.	
Organization . . . . .	\$25.00
Contracts and licenses . . . . .	20.00
Subscribers' station equipment . . . . .	150.00
Exchange lines:	
Pole lines . . . . .	600.00
Aerial wire . . . . .	780.63
Tools and vehicles . . . . .	50.00
Total cost of fixed capital . . . . .	\$1,625.63

Income Account.	
Operating revenues, all sources . . . . .	\$1,109.83
Operating expenses:	
Maintenance . . . . .	\$67.81
Traffic—	
Operators' wages . . . . .	\$180.57
Miscellaneous . . . . .	690.63
Total—traffic . . . . .	\$871.20
Total operating expenses . . . . .	\$939.01
Taxes . . . . .	15.38
Total revenue deductions . . . . .	954.39
Net income . . . . .	\$155.44
Surplus at beginning of year . . . . .	949.35
Surplus at close of year . . . . .	\$1,104.79

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .	16	3	.....	19
Miles of iron wire installed . . . . .	32	10	.....	42
Character of service and number of subscribers:				
Pay stations . . . . .	1	.....	.....	1
Rural . . . . .	43	10	3	50
Total . . . . .	44	10	3	51



# MAGALLOWAY VALLEY TELEPHONE COMPANY.

(Unincorporated.)

WENTWORTH LOCATION, N. H.

YEAR ENDING JUNE 30, 1912.

## Principal Officers.

President . . . . .	N. H. McGinley .	Wentworth Loc., N. H.
Treasurer . . . . .	E. E. Bennett .	Wentworth Loc., N. H.
Manager . . . . .	N. H. McGinley .	Wentworth Loc., N. H.

## Localities Served.

Wentworth Location, New Hampshire; Magalloway and Wilsons Mills, Maine.

## General Balance Sheet.

<i>Assets.</i>	
Fixed capital . . . . .	\$400.00
Materials and supplies . . . . .	25.00
Total . . . . .	\$425.00
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$15.00
Capital invested:	
(Cash, labor and material furnished) . . . . .	410.00
Total . . . . .	\$425.00

## Fixed Capital.

Pole lines:	
Labor and material furnished by subscribers . . .	\$400.00

## Income Account.

Operating revenues . . . . .	None
Operating expenses . . . . .	None

## Wire Plant and Service Data.

Wire plant:	
Miles of poles installed . . . . .	5
Miles of iron wire installed . . . . .	10
Service:	
Number of subscribers . . . . .	35

# LEON H. MARTIN.

YEAR ENDING JUNE 30, 1912.

Location of Office.	
Grafton, N. H.	
Locality Served.	
Grafton.	
General Balance Sheet.	
<i>Assets.</i>	
Fixed capital . . . . .	\$75.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$75.00
Fixed Capital.	
Subscribers' station equipment . . . . .	\$25.00
Pole lines . . . . .	50.00
Total cost of fixed capital . . . . .	\$75.00
Income Account.	
Operating revenues:	
Exchange . . . . .	\$36.00
Toll . . . . .	5.00
Total operating revenues . . . . .	\$41.00
Operating expenses:	
Maintenance . . . . .	5.00
Net earnings . . . . .	\$36.00
Wire Plant and Service Data.	
Wire plant:	
Grounded circuits.	
Miles of poles installed . . . . .	3
Miles of iron wire installed . . . . .	3
Character of service and number of subscribers:	
Rural . . . . .	6

# MASCOMA VALLEY TELEPHONE COMPANY.

LEBANON, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Oliver St., Boston, Mass.

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## Principal Officers.

President . . .	Jasper N. Keller	50 Oliver St., Boston, Mass.
Vice-President . .	Fred W. Story	50 Oliver St., Boston, Mass.
Clerk . . .	M. D. Cobleigh	Lebanon, N. H.
Treasurer . . .	E. S. Willard	50 Oliver St., Boston, Mass.
Auditor . . .	E. W. Longley	50 Oliver St., Boston, Mass.
General Manager	A. A. Howe	Lebanon, N. H.

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## Directors.

George S. Rogers . . . . .	Lebanon, N. H.
F. A. Houston . . . . .	Concord, Mass.
J. N. Keller . . . . .	Surry, N. H.
C. T. Keller . . . . .	Brookline, Mass.
M. B. Jones . . . . .	Newton, Mass.
F. W. Story . . . . .	Laconia, N. H.
George H. Stearns . . . . .	Lebanon, N. H.
C. D. Smith . . . . .	Lebanon, N. H.
Chas. A. McNeill . . . . .	Lebanon, N. H.

Term expires: July 1, 1912.

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## History.

Date of incorporation: August 5, 1909.

Incorporated under the general law of the State of New Hampshire.

Stock was issued in 1910 covering sale of plant of the New England Telephone and Telegraph Company located at Canaan, Cornish, Dorchester, Enfield, Grafton, Groton, Lebanon, Orange and Plainfield, N. H.

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## Localities Served.

Canaan, Dorchester, Enfield, Grafton, Groton, Hanover, Lebanon, Orange and Plainfield.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	1440
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	36,000.00
Total par value outstanding . . . . .	36,000.00
Dividends:	
Amount declared during year . . . . .	2,520.00
Rate, 7%.	
Number of stockholders . . . . .	26
Number of stockholders in New Hampshire . . . . .	21
Par value of capital stock hold in New Hampshire . . . . .	\$13,550.00

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$5,209.93
Accounts receivable:	
From subscribers and agents . . . . .	2,223.41
Miscellaneous accounts receivable . . . . .	638.12
	\$8,071.46
Materials and supplies . . . . .	692.46
Fixed capital . . . . .	40,181.74
Prepayments . . . . .	40.51
Total . . . . .	\$48,986.17
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$192.00
Unearned revenue . . . . .	98.75
Accounts payable:	
Accounts with system corporations . . . . .	1,136.93
Audited vouchers and wages unpaid . . . . .	17.52
Miscellaneous accounts payable . . . . .	254.30
	\$1,699.50
Reserve for depreciation . . . . .	8,790.31
Optional reserves . . . . .	5.66
Capital stock . . . . .	36,000.00
Surplus . . . . .	2,490.70
Total . . . . .	\$48,986.17

Fixed Capital.		
Central office equipment	}	
Subscribers' station equipment		
Exchange lines:		
Pole lines		
Aerial wire		
Aerial cable		
Underground conduit		
Underground cable		
Submarine cable		
Right of way		\$39,773.86
Toll lines:		
Pole lines		
Aerial wire		
Aerial cable		
Underground conduit		
Underground cable		
Submarine cable		
Right of way		
Office furniture and fixtures		298.05
Tools and vehicles		109.83
Total cost of fixed capital		\$40,181.74
Less reserve for depreciation		8,790.31
Total (net) value of fixed capital		\$31,391.43
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations	\$11,791.62	
Public pay stations	136.97	
Attachments and rentals	71.07	
Total—exchange		\$11,999.66
Toll—		
Company intrastate tolls	\$2,166.37	
Company interstate tolls	1,737.18	
Foreign interstate tolls	47.38	
Telegraph commissions	12.65	
Miscellaneous	1.86	
Total—toll		3,965.44
Miscellaneous adj. of cr. made in 1911		\$15,965.10
		<i>*11.46</i>
Total operating revenues		\$15,953.64
<i>Carried forward</i>		

\* Italics indicate credits.

**Income Account.—Continued.**

Total operating revenues. <i>Brought forward</i>		\$15,953.64
Operating expenses:		
Maintenance—		
Supervision . . . . .	\$32.06	
Repairs of equipment . . . . .	943.03	
Repairs of buildings and grounds } . . . . .	216.88	
Station removals and changes . . . . .	4,285.04	
Depreciation of plant and equip- ment . . . . .		
Total—maintenance . . . . .	\$5,477.01	
Traffic—		
Operators' wages . . . . .	\$2,195.05	
Total—traffic . . . . .	\$2,195.05	
Commercial—		
Directory expenses . . . . .	\$50.46	
Miscellaneous . . . . .	271.12	
Total—commercial . . . . .	\$321.58	
General administration—		
Other general and law expenses . . . . .	\$12.01	
Wages—		
Commercial and traffic—		
Supervision . . . . .	237.15	
Clerical . . . . .	761.56	
Canvassing . . . . .	76.22	
Collecting . . . . .	136.43	
Miscellaneous . . . . .	47.72	
Rent and house service . . . . .	455.72	
Trav., com'l. and traffic . . . . .	115.78	
Postage, printing and stationery . . . . .	330.22	
Privileges and use of property . . . . .	1,349.17	
Total—general administration . . . . .	\$3,521.98	
Insurance . . . . .	\$56.01	
Total operating expenses . . . . .	\$11,571.63	
Taxes . . . . .	378.48	
Uncollectible bills . . . . .	231.03	
Total revenue deductions . . . . .		12,181.14
Gross income . . . . .		\$3,772.50
<i>Carried forward</i>		

Income Account.— <i>Concluded.</i>	
Gross income. <i>Brought forward</i>	\$3,772.50
Deductions from gross income:	
Interest on unfunded debt . . . . .	11.56
Net income . . . . .	\$3,760.94
Surplus at beginning of year . . . . .	1,249.76
Total surplus . . . . .	\$5,010.70
Dividends . . . . .	2,520.00
Surplus at close of year . . . . .	\$2,490.70

## Central Office Data.

EXCHANGE.	Switch-board. Magneto.	LINES CONNECTED.				Ultimate capacity of lines.
		Local.	Rural.	Toll.	Total.	
Canaan.....	1	25	5	9	39	100
Enfield.....	1	24	5	8	37	100
Lebanon.....	1	217	7	17	241	300
Totals.....	3	266	17	34	317	500

## Wire Plant and Service Data.

	Beginning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				
Miles of poles installed.....	104.0	3.0	.....	107.0
Miles of iron wire installed.....	539.5	14.0	.....	553.5
Miles of copper wire installed....	156.4	9.6	.....	166.0
Feet of cable installed.....	9,735.0	1,299.0	.....	11,034.0

(Continued)

Wire Plant and Service Data.—*Continued.*

	Beginning of year.	Added during year.	Disc't'd during year.	Close of year.
Character of service and number of subscribers: (entire company)				
City or village—				
One party, business . . . . .	10	186	102	12
One party, residence . . . . .	13			19
Two party, business . . . . .	24			38
Two party, residence . . . . .	56			68
Six party or more—				
Business . . . . .	77			59
Residence . . . . .	182			218
Pay stations . . . . .	40			27
Total local stations . . . . .	402			441
Rural—				
Rural or farm line—		186	102	
Business . . . . .	2			2
Residence . . . . .	198			199
Total rural stations . . . . .	200			201
Extension stations, all kinds, . . . . .	25			24
Private branch exchange stations . . . . .				42
Official stations . . . . .	4			7
Total . . . . .	631	186	102	715



# MEREDITH TELEPHONE COMPANY.

LACONIA, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Oliver St., Boston, Mass.

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## Principal Officers.

President . . .	Bertram Blaisdell . . .	Meredith, N. H.
Vice-President . . .	F. W. Story . . .	50 Oliver St., Boston, Mass.
Clerk . . .	Bradbury R. Dearborn . . .	Meredith, N. H.
Asst. Clerk . . .	E. A. Wilkie . . .	50 Oliver St., Boston, Mass.
Treasurer . . .	Edmund S. Willard . . .	50 Oliver St., Boston, Mass.
Auditor . . .	Edmund W. Longley . . .	50 Oliver St., Boston, Mass.
General Manager . . .	H. T. Turner . . .	Laconia, N. H.

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## Directors.

Bertram Blaisdell . . . . .	Meredith, N. H.
Bradbury R. Dearborn . . . . .	Meredith, N. H.
John F. Beede . . . . .	Meredith, N. H.
Edmund Page . . . . .	Meredith, N. H.
F. W. Story . . . . .	Laconia, N. H.

Term expires: August 3, 1912.

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## History.

Date of incorporation: July 8, 1901.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Ashland, Centre Harbor, Holderness, Meredith and Moultonboro.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	2,500.00
Total par value outstanding . . . . .	1,000.00
Dividends:	
Amount declared during year . . . . .	60.00
Rate, 6%.	
Number of stockholders . . . . .	8
Number of stockholders in New Hampshire . . . . .	7
Par value of capital stock held in New Hampshire . . . . .	\$325.00
General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$44.65
Accounts receivable:	
From subscribers and agents . . . . .	971.63
Miscellaneous accounts receivable . . . . .	528.82
	\$1,545.10
Materials and supplies . . . . .	451.01
Fixed capital . . . . .	11,226.61
Construction work in progress . . . . .	1,961.47
Unextinguished discount on securities . . . . .	.56
Total . . . . .	\$15,184.75
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$58.50
Unearned revenue . . . . .	15.93
Accounts payable:	
Accounts with system corporations . . . . .	8,514.99
Audited vouchers and wages unpaid . . . . .	2,621.55
Miscellaneous accounts payable . . . . .	231.86
	\$11,442.83
Reserve for depreciation . . . . .	1,933.00
Capital stock . . . . .	1,000.00
Surplus . . . . .	808.92
Total . . . . .	\$15,184.75

Fixed Capital.		
Central office equipment	}	
Subscribers' station equipment		
Exchange lines:		
Pole lines		
Aerial wire		
Aerial cable		
Underground conduit		
Underground cable		
Submarine cable		
Right of way		\$11,205.53
Toll lines:		
Pole lines		
Aerial wire		
Aerial cable		
Underground conduit		
Underground cable		
Submarine cable		
Right of way		2.81
Office furniture and fixtures		18.27
Tools and vehicles		
Total cost of fixed capital		\$11,226.61
Less reserve for depreciation		1,933.00
Total (net) value of fixed capital		\$9,293.61
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations	\$4,647.93	
Public pay stations	15.75	
Total—exchange		\$4,663.68
Toll—		
Company intrastate tolls	\$803.93	
Company interstate tolls	194.69	
Foreign interstate tolls	3.66	
Telegraph commissions	6.74	
Messenger service (net)	1.80	
Miscellaneous	.03	
Total—toll		1,010.85
Total operating revenues		\$5,674.53
<i>Carried forward</i>		

Income Account.—Continued.	
Total operating revenues. <i>Brought forward</i>	\$5,674.53
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$40.14
Repairs of equipment . . . . .	1,315.10
Station removals and changes . . . . .	65.32
Depreciation of plant and equipment . . . . .	25.66
Total—maintenance . . . . .	\$1,446.22
Traffic—	
Operators' wages . . . . .	\$1,250.44
Total—traffic . . . . .	\$1,250.44
Commercial—	
Directors expenses . . . . .	\$0.25
Other commercial and traffic expenses . . . . .	61.02
Total—commercial . . . . .	\$61.27
General administration—	
General and law expenses . . . . .	\$80.60
Wages—	
Commercial and traffic—	
Supervision . . . . .	\$6.50
Clerical . . . . .	196.00
Canvassing . . . . .	22.25
Collecting . . . . .	41.45
Rent and house service . . . . .	337.71
Trav., com'l and traffic . . . . .	73.92
Postage, printing and stationery . . . . .	27.14
Rights, privileges and use of property . . . . .	1,132.82
Total—general administration . . . . .	\$1,998.39
Insurance . . . . .	\$10.10
Total operating expenses . . . . .	\$4,766.42
Taxes . . . . .	113.84
Uncollectible bills . . . . .	177.05
Total revenue deductions . . . . .	5,057.31
Gross income . . . . .	\$617.22
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Gross income. <i>Brought forward</i>	\$617.22
Deductions from gross income:	
Interest on unfunded debt . . . . .	413.79
Net income . . . . .	\$203.43
Surplus at beginning of year . . . . .	665.49
Total surplus . . . . .	\$868.92
Dividends . . . . .	60.00
Surplus at close of year . . . . .	\$808.92

## Central Office Data.

EXCHANGE.	Switch-board. Magneto.	LINES CONNECTED.				Ultimate capacity of lines.
		Local.	Rural.	Toll.	Total.	
Meredith.....	1	33	8	8	49	200
Center Harbor...	1	21	8	3	32	100
Totals.....	2	54	16	11	81	300

## Wire Plant and Service Data.

	Beginning of year.	Added during year.	Dis'e't'd during year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				
Miles of poles installed . . . . .	40.0	10.0	2.0	48.0
Miles of iron wire installed . . . . .	112.0	84.5	1.0	195.5
Miles of copper wire installed . . . . .	15.0	1.0	.....	16.0
Feet of cable installed . . . . .	2,775.0	25.0	.....	2,800.0

(Continued)

Wire plant and Service Data.—*Concluded.*

	Beginning of year.	Added during year.	Disc't'd during year.	Close of year.
Character of service and number of subscribers: (entire company).				
City or village:				
One party, business . . . . .	4	79	48	9
One party, residence . . . . .	12			39
Two party, business . . . . .	3			3
Two party, residence . . . . .	2			5
Six party, business . . . . .	38			29
Six party, residence . . . . .	78			108
Pay stations . . . . .	5			4
Total local stations . . . . .	142	79	48	197
Rural:				
Rural or farm line—				
Residence . . . . .	110			84
Total rural stations . . . . .	110			84
Extension stations, all kinds . . . . .	3	79	48	5
Totals . . . . .	255			286

# MERIDEN TELEPHONE COMPANY.

(HAROLD W. CHELLIS, OWNER.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Meriden, N. H.

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## Localities Served.

Meriden and Cornish Flat.

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## General Balance Sheet.

### *Assets.*

Cash and current assets:	
Accounts receivable . . . . .	\$23.00
Materials and supplies . . . . .	15.00
Fixed capital . . . . .	1,247.00
Total . . . . .	<u>\$1,285.00</u>

### *Liabilities.*

Capital invested . . . . .	\$1,000.00
Reserve for depreciation . . . . .	160.00
Surplus . . . . .	125.00
Total . . . . .	<u>\$1,285.00</u>

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### Fixed Capital.

Central office equipment . . . . .	\$20.00
Subscribers' station equipment . . . . .	700.00
Exchange lines:	
Pole lines . . . . .	230.00
Aerial wire . . . . .	280.00
Toll lines:	
Pole lines . . . . .	4.00
Aerial wire . . . . .	6.00
Tools and vehicles . . . . .	7.00
Total cost of fixed capital . . . . .	<u>\$1,247.00</u>
Less reserve for depreciation . . . . .	160.00
Total (net) value of fixed capital . . . . .	<u>\$1,087.00</u>

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Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .		\$760.00
Toll—		
Intrastate tolls . . . . .		4.00
Total operating revenues . . . . .		\$764.00
Operating expenses:		
Maintenance—		
Repairs of wire plant . . . . .	\$60.00	
Repairs of equipment . . . . .	10.00	
Station removals and changes . . . . .	5.00	
Depreciation of plant and equip- ment . . . . .	160.00	
Miscellaneous . . . . .	76.00	
Total—maintenance . . . . .	\$311.00	
Traffic—		
Office supplies and expenses . . . . .	\$8.00	
Pay station expenses . . . . .	7.00	
Total—traffic . . . . .	\$15.00	
Commercial—		
Directory expenses . . . . .	\$4.00	
Miscellaneous . . . . .	10.00	
Total—commercial . . . . .	\$14.00	
General administration—		
Miscellaneous . . . . .	\$15.00	
Total operating expenses . . . . .	\$355.00	
Taxes . . . . .	15.38	
Uncollectible bills . . . . .	5.00	
Total revenue deductions . . . . .		375.38
Net income . . . . .		\$388.62
Deficit at beginning of year . . . . .		263.62
Surplus at close of year . . . . .		\$125.00



## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic and grounded circuits.				
Miles of poles installed . . . . .	14	1	.....	15
Miles of iron wire installed . . . . .	30	5	2	33
Character of service and number of subscribers:				
Village (one party, res.) . . . . .	1	.....	.....	1
Pay stations . . . . .	2	.....	.....	2
Rural . . . . .	67	1	6	62
Total . . . . .	70	1	6	65

# CHARLES H. MERRILL.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Mill Village, Stoddard, N. H.

## Locality Served.

Line extends from Stoddard to the village of Munsonville in the town of Nelson where connection is made with lines of the New England Telephone & Telegraph Co.

## General Balance Sheet.

<i>Assets.</i>	
Fixed capital . . . . .	\$500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$500.00

## Fixed Capital.

Pole lines . . . . .	\$500.00
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## Income Account.

Operating revenues:	
Public pay station . . . . .	\$6.00
Messenger service . . . . .	2.00
Total operating revenues . . . . .	\$8.00
Operating expenses:	
Maintenance—	
Repairs of equipment . . . . .	\$51.00
Taxes . . . . .	5.32
Total revenue deductions . . . . .	56.32
Net loss . . . . .	\$48.32

## Wire Plant Data.

Metallic circuits.	
Miles of poles installed . . . . .	8
Miles of iron wire installed . . . . .	8

# MERRIMACK COUNTY TELEPHONE CO.

SIX MONTHS ENDING JUNE 30, 1912.

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## Location of Office.

School Street, Warner, N. H.

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## Principal Officers.

President . . . . .	M. B. Wadleigh . . . . .	N. Sutton, N. H.
Clerk . . . . .	G. G. Wells . . . . .	S. Sutton, N. H.
Treasurer . . . . .	H. R. Chadwick . . . . .	N. Sutton, N. H.
General Manager . . . . .	C. H. Hardy . . . . .	Warner, N. H.

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## Directors.

Milton B. Wadleigh . . . . .	N. Sutton, N. H.
H. R. Chadwick . . . . .	N. Sutton, N. H.
Fred H. Savory . . . . .	Warner, N. H.
Geo. G. Wells . . . . .	S. Sutton, N. H.
H. R. Tewksbury . . . . .	Warner, N. H.

Term expires: June 1, 1913.

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## History.

Date of incorporation: May 20, 1896.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Bradford, Newbury, Sutton, Warner and Webster.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	160
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	4,000.00
Total par value outstanding . . . . .	3,625.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	22
Number of stockholders in New Hampshire . . . . .	14
Par value of capital stock held in New Hampshire . . . . .	\$3,225.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Accounts receivable . . . . .	\$269.92
Fixed capital . . . . .	5,086.00
Total . . . . .	<u>\$5,355.92</u>

*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$51.26	
Interest accrued on unfunded debt . . . . .	45.00	
Bills payable (notes) . . . . .	<u>1,500.00</u>	\$1,596.26
Capital stock . . . . .		3,625.00
Surplus . . . . .		<u>134.66</u>
Total . . . . .		\$5,355.92

## Fixed Capital.

## Exchange lines:

Poles . . . . .	\$1,685.00
Wire . . . . .	990.00
Attachments . . . . .	330.00
Labor . . . . .	<u>2,081.00</u>
	\$5,086.00

## Income Account.

## Operating revenues:

Exchange—		
Subscribers' station . . . . .		\$992.51
Toll—		
Commissions . . . . .	\$384.05	
Miscellaneous . . . . .	<u>7.05</u>	
Total—toll . . . . .		391.10
Total operating revenues . . . . .		<u>\$1,383.61</u>
Operating expenses:		
Maintenance—		
Repairs of equipment . . . . .	\$16.00	
Miscellaneous . . . . .	<u>487.94</u>	
Total—maintenance . . . . .	\$503.94	<u>\$1,383.61</u>

*Carried forward*

Income Account.— <i>Concluded.</i>	
Total operating expenses. <i>Brought forward</i>	\$1,383.61
Total—maintenance.                   “           “           \$503.94	
Traffic—	
Operators' wages . . . . .	624.00
Office supplies and expenses . . . . .	25.52
Rentals . . . . .	263.52
Total—traffic . . . . .	\$913.04
Commercial—	
Directory expenses . . . . .	\$15.00
General administration—	
Office supplies and expenses . . . . .	\$55.04
Total operating expenses . . . . .	\$1,487.02
Taxes . . . . .	51.26
Total revenue deductions . . . . .	1,538.28
Gross operating loss. . . . .	\$154.67
Interest on unfunded debt . . . . .	45.00
Net loss . . . . .	\$199.67
Surplus at beginning of year . . . . .	334.33
Surplus at close of year . . . . .	\$134.66
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	49½
Miles of iron wire installed . . . . .	165
Character of service and number of subscribers:	
Village . . . . .	3
Pay stations . . . . .	6
Rural . . . . .	130
Total . . . . .	139

H. E. MORRISON ET ALS.

Piermont, N. H.

(See Piermont Telephone Company.)

# N. J. MORSE.

ANTRIM, N. H.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

None.

## Locality Served.

Antrim.

### General Balance Sheet.

#### *Assets.*

Fixed Capital . . . . .	\$24.00
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Total . . . . .	\$24.00
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#### *Liabilities.*

Capital invested . . . . .	\$24.00
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Total . . . . .	\$24.00
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### Income Account.

Operating revenues . . . . .	\$9.00
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Operating expenses . . . . .	0.00
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Net earnings . . . . .	\$9.00
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### Wire Plant and Service Data.

#### Wire plant:

Metallic circuits.

Miles of poles installed . . . . .	{ respondent owns none
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Miles of iron wire installed . . . . .	$\frac{1}{4}$
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#### Service:

Number of subscribers . . . . .	3
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# THE NEW BOSTON AND FRANCESTOWN TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Francestown, N. H.

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## Principal Officers.

President . . . . .	O. S. Waldo . . . . .	New Boston, N. H.
Vice-President . . . . .	F. A. Pettee . . . . .	Francestown, N. H.
Clerk . . . . .	F. A. Pettee . . . . .	Francestown, N. H.
Treasurer . . . . .	F. A. Pettee . . . . .	Francestown, N. H.
General Manager . . . . .	E. W. Farnum . . . . .	Francestown, N. H.

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## Directors.

O. S. Waldo . . . . .	New Boston, N. H.
F. A. Pettee . . . . .	Francestown, N. H.
L. M. Bixby . . . . .	Francestown, N. H.
G. E. Pettee . . . . .	Francestown, N. H.
J. T. Woodbury . . . . .	Francestown, N. H.

Term expires: First Wednesday of January, 1913.

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## History.

Date of incorporation: May 9, 1911.

Operations commenced: December, 1904.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

New Boston and Francestown.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	10
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	1,000.00
Total par value outstanding . . . . .	1,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$900.00

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**General Balance Sheet.***Assets.*

Cash and current assets:		
Cash . . . . .	\$69.11	
Accounts receivable . . . . .	152.19	
		\$221.30
Materials and supplies . . . . .		125.00
Fixed capital . . . . .		1,760.00
Re-acquired securities . . . . .		100.00
Total . . . . .		\$2,206.30

*Liabilities.*

Current liabilities:		
Taxes accrued . . . . .	\$12.82	
Interest accrued on unfunded debt . . . . .	11.00	
Bills payable (notes) . . . . .	175.00	
Accounts payable . . . . .	7.50	
Miscellaneous accounts payable . . . . .	3.44	
		\$209.76
Reserve for depreciation . . . . .		100.00
Capital stock . . . . .		1,000.00
Surplus. . . . .		896.54
Total . . . . .		\$2,206.30

**Fixed Capital.**

Organization . . . . .	\$20.00
Subscribers' station equipment . . . . .	240.00
Exchange lines:	
Pole lines }	
Aerial wire }	1,500.00
Total cost of fixed capital . . . . .	\$1,760.00
Less reserve for depreciation . . . . .	100.00
Total (net) value of fixed capital . . . . .	\$1,660.00

**Income Account.**

Operating revenues:		
Exchange—		
Subscribers' stations . . . . .		\$414.92
Toll—		
Commissions . . . . .		24.04
Total operating revenues . . . . .		\$438.96
<i>Carried forward</i>		



<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$438.96
Operating expenses:	
Maintenance—	
Repairs of wire plant . . . . .	\$65.62
Depreciation of plant and equip- ment . . . . .	100.00
Total—maintenance . . . . .	\$165.62
Traffic—	
Rentals . . . . .	\$179.19
Commercial—	
Directory expenses . . . . .	\$1.00
General administration—	
Salaries . . . . .	\$15.00
Miscellaneous . . . . .	4.99
Total—general administration . . . . .	\$19.99
Total operating expenses . . . . .	\$365.80
Taxes . . . . .	12.82
Total revenue deductions . . . . .	378.62
Gross income . . . . .	\$60.34
Deductions from gross income:	
Interest on unfunded debt . . . . .	11.00
Net income . . . . .	\$49.34
Surplus at beginning of year . . . . .	847.20
Surplus at close of year . . . . .	\$896.54
<b>Wire Plant and Service Data.</b>	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	7
Miles of iron wire installed . . . . .	36
Miles of copper wire installed . . . . .	4
Character of service and number of subscribers:	
Rural:	
Number at beginning of year . . . . .	23
Added during year . . . . .	1
Discontinued during year . . . . .	3
Number at close of year . . . . .	21

# NEW ENGLAND TELEPHONE AND TELE- GRAPH COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

No. 50 Oliver Street, Boston, Mass.

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## Principal Officers.

Chairman board of directors	Thomas Sherwin . .	Boston, Mass.
President . . . . .	Jasper N. Keller . .	Boston, Mass.
Vice-President . . . .	Henry S. Hyde . .	Springfield, Mass.
Vice-President . . . .	Francis A. Houston .	Boston, Mass.
General Manager . . .	Francis A. Houston .	Boston, Mass.
Treasurer . . . . .	William R. Driver . .	Boston, Mass.
Assistant Treasurer . .	Edmund S. Willard .	Boston, Mass.
Counsel . . . . .	Matt B. Jones . .	Boston, Mass.
Clerk . . . . .	Edmund W. Longley .	Boston, Mass.
General Auditor . . .	Edmund W. Longley .	Boston, Mass.
Auditor of Disbursements	Leslie D. Knowlton .	Boston, Mass.
Auditor of Receipts . .	Ralph P. Jones . .	Boston, Mass.
Assistant to Vice-President	Fred W. Story . .	Boston, Mass.

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## Directors.

Charles F. Ayer . . . . .	Boston, Mass.
Thomas B. Bailey . . . . .	Boston, Mass.
Union N. Bethell . . . . .	Montclair, N. J.
John H. Cahill . . . . .	New York, N. Y.
William J. Denver . . . . .	Roxbury, Mass.
Francis H. Dewey . . . . .	Worcester, Mass.
William H. Elliot . . . . .	Keene, N. H.
Edward J. Hall . . . . .	Morristown, N. J.
Henry S. Hyde . . . . .	Springfield, Mass.
Matt B. Jones . . . . .	Newton, Mass.
Jasper N. Keller . . . . .	Surry, N. H.
Moses G. Parker . . . . .	Lowell, Mass.
Thomas Sherwin . . . . .	Jamaica Plain, Mass.
Charles H. Wilson . . . . .	New York, N. Y.
Theodore N. Vail . . . . .	Lyndonville, Vt.

Term expires: May 5, 1913.

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### History.

Date of incorporation: October 19, 1883.

Incorporated under the general law of the State of New York.

The constituent companies at the time of organization in 1883, were the Telephone Despatch Company, Suburban Telephone Company, Bay State Telephone Company, National Bell Telephone Company of Maine, Granite State Telephone Company, Boston and Northern Telephone Company, Cheshire Telephone Company, and Pioneer Telephone Company, all of which companies became inactive upon the organization of the New England Telephone and Telegraph Company, and from the date mentioned, no distinction is made in the operation or the accounting by reason of the original separate incorporations.

### Localities Served.

(New Hampshire.)

Cities and towns in which a switchboard operated by the New England Tel. & Tel. Co. is located.

Alstead	Greenfield	New Boston
Barrington	Greenville	Newmarket
Bedford	Hampstead	Newport
Candia	Hampton	Northwood
Charlestown	Hancock	Pembroke
Chichester	Hanover	Peterborough
Claremont	Harrisville	Pittsfield
Concord	Hinsdale	Portsmouth
Deerfield	Jaffrey	Raymond
Derry	Keene	Rindge
Dover	Kingston	Rochester
Dublin	Manchester	Rye
Epping	Marlboro	Salem
Exeter	Merrimack	Somersworth
Farmington	Milford	Walpole
Fitzwilliam	Milton	Winchester
Goffstown	Nashua	Wolfeboro

Cities and towns in which the New England Tel. & Tel. Co. furnishes exchange service by means of a switchboard operated by it in some other city or town.

Acworth	Chesterfield	Hampton Falls
Allenstown	Cornish	Hollis
Alton	Croydon	Hooksett
Amherst	Danville	Hopkinton
Atkinson	Durham	Hudson
Auburn	East Kingston	Kensington
Barnstead	Epsom	Langdon
Boscawen	Fremont	Lebanon
Bow	Gilsum	Lee
Brentwood	Goshen	Lempster
Brookfield	Grantham	Litchfield
Brookline	Greenland	Londonderry

(Continued)

Localities Served.—*Concluded.*

Loudon	North Hampton	Stratham
Madbury	Nottingham	Sullivan
Marlow	Pelham	Sunapee
Mason	Plaistow	Surry
Middleton	Plainfield	Swanzey
Mont Vernon	Richmond	Temple
Nelson	Rollinsford	Troy
Newbury	Roxbury	Tuftonboro
Newcastle	Seabrook	Unity
New Durham	Sharon	Wakefield
Newfields	South Hampton	Weare
Newington	Stoddard	Westmoreland
New Ipswich	Strafford	Wilton
Newton		Windham

Cities and towns in which the New England Tel. & Tel. Co. does not furnish exchange service, but in which there are toll wires over which the New England Tel. & Tel. Co. gives service.

Andover	Dunbarton	Moultonborough
Antrim	Enfield	New Hampton
Ashland	Francestown	New London
Bartlett	Franklin	Northfield
Bath	Gilford	Orange
Belmont	Gilmanton	Ossipee
Bennington	Gorham	Plymouth
Benton	Grafton	Randolph
Berlin	Hart's Location	Rumney
Bethlehem	Haverhill	Salisbury
Bradford	Henniker	Sandown
Bridgewater	Hillsboro	Sandwich
Canaan	Jefferson	Shelburne
Canterbury	Laconia	Tamworth
Carroll	Lancaster	Tilton
Center Harbor	Landaff	Warner
Conway	Lisbon	Warren
Dalton	Littleton	Wentworth
Danbury	Madison	Whitefield
Deering	Meredith	Wilmot

Capital Stock.

Number of shares authorized:	
Common stock . . . . .	500,000
Par value of one share . . . . .	\$100.00
Total par value authorized . . . . .	50,000,000.00
Total par value outstanding . . . . .	39,178,100.00
Dividends:	
Amount declared during year . . . . .	2,742,467.00
Rate, 7%.	
Number of stockholders . . . . .	4,147
Number of stockholders in New Hampshire . . . . .	118
Par value of capital stock held in New Hampshire . . . . .	\$235,600.00

## Funded Debt.

CLASS OF BOND OR OBLIGATION.	TERM.		Total par value authorized.	Total par value outstanding.	INTEREST.		
	Date of issue.	Date of maturity.			Rate.	Amount accrued during year.	Amount paid during year.
Debenture bonds.....	Apr. 1 1891	Apr. 1 1906	.....	\$5,000	.....	.....	.....
	Apr. 1 1895	Apr. 1 1915	\$500,000	500,000	5	\$25,000.00	\$24,925.00
	Apr. 1 1896	Apr. 1 1916	500,000	500,000	5	25,000.00	24,875.00
	Apr. 1 1899	Apr. 1 1919	500,000	500,000	5	25,000.00	24,875.00
	Jan. 1 1900	Jan. 1 1930	1,000,000	1,000,000	4	40,000.00	40,020.00
	.....	.....	\$2,500,000	\$2,505,000	....	\$115,000.00	\$114,695.00
Total.....	.....	.....	\$2,500,000	\$2,505,000	....	\$115,000.00	\$114,695.00

General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$1,048,247.88	
Bills receivable . . . . .	2,760,931.67	
Accounts receivable:		
From system corporations . . . . .	546,499.18	
From subscribers and agents . . . . .	1,406,085.12	
Miscellaneous accounts receivable . . . . .	447,534.28	
Interest and dividends receivable . . . . .	545.84	
		\$6,209,843.97
Materials and supplies . . . . .		1,600,759.19
Investments . . . . .		2,439,111.64
Fixed capital . . . . .		46,803,229.22
Construction work in progress . . . . .		2,401,906.59
Prepayments . . . . .		67,012.33
Re-acquired securities . . . . .		66,000.00
Total . . . . .		\$59,587,862.94
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$429,245.24	
Interest accrued on funded debt . . . . .	38,750.00	
Interest accrued on unfunded debt . . . . .	86.61	
Unearned revenue . . . . .	47,912.74	
Bills payable:		
Accounts with system corporations . . . . .	147,936.90	
Audited vouchers and wages unpaid . . . . .	932,459.81	
Dividends payable . . . . .	8,225.25	
Bills payable . . . . .	3,512,000.00	
		\$5,116,616.55
Funded debt . . . . .		2,505,000.00
Reserve for depreciation . . . . .		6,729,000.57
Optional reserves (fire, accident, directory, etc) . . . . .		527,452.68
Capital stock . . . . .		39,178,100.00
1908 inventory adjustment . . . . .		1,640,155.49
Surplus . . . . .		3,891,537.65
Total . . . . .		\$59,587,862.94

## Investments.

NATURE OF INVESTMENT.	Par value.	Actual cost.	Carried on books at.	Income accrued during year.
<i>Stocks.</i>				
Aero Cooling & Humidifying Co. ....	\$180.00	\$178.67	\$178.67	.....
Aroostook Tel. & Tel. Co. ....	185,970.00	185,970.00	185,970.00	\$8,414.10
Aroostook Tel. & Tel. Co. ....	22,960.00	923.25	923.25	1,377.60
Bay State Rifle Association. ....	200.00	200.00	200.00	10.00
Champlain Valley Tel. Co. ....	34,970.00	33,640.32	33,640.32	.....
Champlain Valley Tel. Co. ....	9,980.00	900.00	900.00	.....
Consolidated Broken Stone & Gravel Co. ....	100.00	94.90	1.00	.....
Cooperant Tel. Co. ....	9,800.00	12,192.25	12,192.25	.....
Coos Tel. Co. ....	133,125.00	133,125.00	133,125.00	9,428.77
Cumberland Tel. Co. ....	6,300.00	2,624.19	2,624.19	393.75
Cumberland Tel. Co. ....	7,800.00	2,288.16	2,288.16	572.25
Druid Gold Mining Co. ....	4.00	4.00	4.00	.....
Eastern Tel. & Tel. Co. ....	117,775.00	117,775.00	117,775.00	.....
Exeter & Kingston Tel. Co. ....	377.00	70.80	70.80	.....
Franklin County Tel. Co. ....	49,940.00	49,940.00	49,940.00	1,248.50
Frontier Navigation Co. ....	20.00	21.17	1.00	.....
Granville Tel. Co. ....	67,800.00	72,720.00	72,720.00	678.00
Heath Tel. Co. ....	36,000.00	36,000.00	36,000.00	1,798.50
Knox Automobile Co. ....	300.00	300.00	300.00	.....
Knox Tel. & Tel. Co. ....	89,700.00	89,700.00	89,700.00	4,485.00
Knox Tel. & Tel. Co. ....	49,600.00	0.00	0.00	1,860.00
Maine Tel. & Tel. Co. ....	157,120.00	157,120.00	157,120.00	7,462.99
Maine Tel. & Tel. Co. ....	66,560.00	32,842.00	32,842.00	.....

Mascoma Valley Tel. Co.....	Com.	31,450.00	31,450.00	31,450.00	2,201.32
Meredith Tel. Co.....	Com.	700.00	700.00	700.00	42.00
National Fruit Products Company.....	P'd	150.00	150.00	150.00	.....
New England Tel. & Tel. Co. of Mass.....	Com.	25,000.00	25,000.00	25,000.00	.....
Ossipee Valley Tel. & Tel. Co.....	P'd	34,650.00	34,650.00	34,650.00	346.50
Ossipee Valley Tel. & Tel. Co.....	Com.	6,575.00	0.00	0.00	.....
Passumpsic Tel. Co.....	P'd	15,000.00	15,000.00	15,000.00	1,617.49
Passumpsic Tel. Co.....	Com.	150,075.00	150,075.00	150,075.00	.....
Puritan Tel. Co.....	Com.	13,500.00	16,411.83	7,640.00	.....
Scientific Products Co.....	Com.	50.00	50.00	50.00	.....
The Southern Mass. Tel. Co.....	Com.	599,800.00	799,733.33	599,800.00	41,986.00
Vermont Tel. & Tel. Co.....	Com.	184,775.00	184,775.00	184,775.00	15,817.70
Waldo Tel. Co.....	P'd	74,630.00	74,630.00	74,630.00	2,612.05
Waldo Tel. Co.....	Com.	23,200.00	1.00	1.00	.....
White Mt. Tel. & Tel. Co.....	Com.	56,025.00	56,025.00	56,025.00	.....
Winnepesaukee Tel. Co.....	Com.	199,650.00	199,650.00	199,650.00	.....
<i>Bonds.</i>					
*The Southern Mass. Tel. Co.....		131,000.00	143,194.17	131,000.00	6,300.01
		\$2,592,811.00	\$2,660,125.04	\$2,439,111.64	\$108,652.53

\* Date of maturity, June 1, 1916.



Fixed Capital.		
Land . . . . .	\$812,605.60	
Buildings . . . . .	1,863,093.98	
Central office equipment . . . . .	5,789,231.49	
Subscribers' station equipment . . . . .	6,443,704.49	
Exchange lines:		
Pole lines . . . . .	4,484,484.70	
Aerial wire . . . . .	2,593,512.78	
Aerial cable . . . . .	2,350,430.88	
Underground conduit . . . . .	5,632,302.37	
Underground cable . . . . .	3,840,074.45	
Submarine cable . . . . .	41,499.81	
Right of way . . . . .	424,641.71	
Toll lines:		
Pole lines . . . . .	2,759,143.36	
Aerial wire . . . . .	3,343,026.80	
Aerial cable . . . . .	230,424.81	
Underground conduit . . . . .	2,814,755.41	
Underground cable . . . . .	2,145,807.12	
Submarine cable . . . . .	61,864.33	
Right of way . . . . .	391,717.86	
Office furniture and fixtures . . . . .	370,409.18	
Tools and vehicles . . . . .	397,283.47	
Repair shop equipment . . . . .	13,214.62	
Total cost of fixed capital . . . . .		\$46,803,229.22
Less reserve for depreciation . . . . .		6,729,000.57
Total (net) value of fixed capital . . . . .		\$40,074,228.65
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$10,083,039.89	
Public pay stations . . . . .	799,046.28	
Service stations . . . . .	5,453.00	
Attachments and rentals . . . . .	82,956.11	
Private lines . . . . .	57,738.34	
Real estate earnings (net) . . . . .	10,690.67	
Total—exchange . . . . .		\$11,038,924.29
Toll—		
Company intrastate tolls . . . . .	\$2,341,722.95	
Company interstate tolls . . . . .	614,788.01	
Foreign intrastate tolls . . . . .	5,289.65	
Foreign interstate tolls . . . . .	148,951.73	
Attachments and rentals . . . . .	51,705.45	
Leased lines . . . . .	7,261.42	
Telegraph commissions . . . . .	15,346.11	
Messenger service (net) . . . . .	148.04	
Miscellaneous . . . . .	8,902.20	
Total—toll . . . . .		3,194,115.56
Total operating revenues . . . . .		\$14,233,039.85
Carried forward		

Income Account.—Continued.		
Total operating revenues.	<i>Brought forward</i>	\$14,233,039.85
Operating expenses:		
Maintenance—		
Supervision of maintenance . . . . .	\$170,237.19	
Repairs of wire plant . . . . .	726,601.08	
Repairs of equipment . . . . .	715,228.22	
Repairs of buildings and grounds . . . . .	6,984.09	
Station removals and changes . . . . .	401,103.96	
Depreciation of plant and equipment . . . . .	2,664,003.49	
Total—maintenance . . . . .	\$4,684,158.03	
Traffic—		
Central office superintendence . . . . .	\$417,944.02	
Operators' wages . . . . .	1,691,793.42	
Central office supplies and expenses . . . . .	446,320.03	
Pay station expenses . . . . .	49,066.04	
Other traffic expenses . . . . .	67,585.35	
Total—traffic . . . . .	\$2,672,708.86	
Commercial—		
Commercial administration . . . . .	\$256,952.20	
Promotion expenses . . . . .	362,011.04	
Collection expenses . . . . .	838,860.09	
Directory expenses . . . . .	170,824.72	
Total—commercial . . . . .	\$1,628,648.05	
General administration—		
General office salaries . . . . .	\$182,606.98	
General office supplies and expenses . . . . .	45,893.55	
General law expenses . . . . .	76,142.24	
Miscellaneous . . . . .	32,939.77	
Total—general administration . . . . .	\$337,582.54	
Insurance . . . . .	\$48,686.71	
Total operating expenses . . . . .	\$9,371,784.19	
Taxes . . . . .	878,663.08	
Uncollectible bills . . . . .	148,890.04	
Total revenue deductions . . . . .		10,399,337.31
Gross operating income.		\$3,833,702.54
	<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>		
Gross operating income. <i>Brought forward</i>		\$3,833,702.54
Non-operating revenues:		
Interest revenue . . . . .	\$210,721.13	
Dividend revenue . . . . .	102,352.52	
Miscellaneous . . . . .	5,498.22	
Total non-operating revenues . . . . .		318,571.87
Gross income . . . . .		\$4,152,274.41
Deductions from gross income:		
Rent of instruments and equipment . . . . .	\$633,145.98	
Rent of conduits, poles and other supports . . . . .	178,899.56	
Interest on funded debt . . . . .	115,000.00	
Interest on unfunded debt . . . . .	81,254.83	
Total deductions from gross income . . . . .		1,008,300.37
Net income . . . . .		\$3,143,974.04
Surplus at beginning of year . . . . .		3,679,311.49
Total surplus . . . . .		\$6,823,285.53
Net adjustments during year (debit) . . . . .		189,280.88
Adjusted balance (surplus) . . . . .		\$6,634,004.65
Dividends . . . . .		2,742,467.00
Surplus at close of year . . . . .		\$3,891,537.65

## Central Office Data.

EXCHANGE.	SWITCHBOARD.			LINES CONNECTED.				Ultimate capacity of lines.
	Common battery.	Mag-neto.	Auto.	Local.	Rural.	Toll.	Total.	
Alstead . . . . .		1	....	21	8	4	33	100
Barrington . . . . .		1	....	2	6	2	10	20
Bedford . . . . .		1	....	5	4	2	11	25
Candia . . . . .		1	....	9	10	2	21	100
Charlestown . . . . .		1	....	31	5	4	40	100
Claremont . . . . .	1	....	....	368	13	15	396	1,600
Concord . . . . .	1	....	....	904	19	78	1,001	3,000
Deerfield . . . . .		1	....	10	8	2	20	100
Derry . . . . .		1	....	121	13	8	142	800
Dover . . . . .	1	....	....	522	13	47	582	1,600

(Continued)

Central Office Data.—*Concluded.*

EXCHANGE.	SWITCHBOARD.			LINES CONNECTED.				Ultimate capacity of lines.
	Common battery.	Mag-neto.	Auto.	Local.	Rural.	Toll.	Total.	
Dublin . . . . .		1	....	55	2	8	65	160
East Jaffrey . . . . .		1	....	25	6	3	34	100
Epping . . . . .		1	....	25	12	5	42	100
Exeter . . . . .	1	....	....	226	15	34	275	800
Farmington . . . . .		1	....	48	1	8	57	100
Fitzwilliam . . . . .		1	....	17	8	5	30	100
Goffstown . . . . .		1	....	28	6	5	39	100
Greenfield . . . . .		1	....	7	5	4	16	25
Greenville . . . . .		1	....	33	13	3	49	100
Hampstead . . . . .		1	....	7	2	3	12	25
Hampton . . . . .		1	....	65	3	10	78	200
Hancock . . . . .		1	....	14	6	2	22	100
Hanover . . . . .			1	95	0	5	100	100
Harrisville . . . . .		1	....	4	3	3	10	20
Hinsdale . . . . .		1	....	26	5	6	37	100
Keene . . . . .	1	....	....	611	27	36	674	1,600
Kingston . . . . .		1	....	12	7	6	25	100
Manchester . . . . .	1	....	....	2,649	0	59	2,708	4,900
Marlboro . . . . .		1	....	16	5	4	25	100
Merrimack . . . . .		1	....	7	7	6	20	100
Milford . . . . .		1	....	113	14	4	131	800
Milton . . . . .		1	....	19	5	4	28	100
Milton Mills . . . . .		1	....	9	5	2	16	20
Nashua . . . . .	1	....	....	1,162	10	40	1,212	3,000
New Boston . . . . .		1	....	24	8	4	36	100
Newmarket . . . . .		1	....	35	10	6	51	160
Newport . . . . .		1	....	179	5	17	201	800
Northwood Center . . . . .		1	....	9	9	3	21	100
Penacook . . . . .		1	....	67	0	9	76	200
Peterboro . . . . .		1	....	117	10	24	151	800
Pittsfield . . . . .		1	....	54	13	3	70	200
Portsmouth . . . . .	1	....	....	860	17	56	933	3,000
Raymond . . . . .		1	....	22	7	4	33	100
Rindge . . . . .		1	....	14	4	3	21	100
Rochester . . . . .		1	....	238	13	41	292	800
Rye Beach . . . . .		1	....	68	5	9	82	200
Salem . . . . .		1	....	53	7	9	69	200
Somersworth . . . . .		1	....	146	7	8	161	800
Suncook . . . . .		1	....	46	4	6	56	100
Walpole . . . . .		1	....	62	6	5	73	200
Winchester . . . . .		1	....	39	7	3	49	100
Wolfboro . . . . .		1	....	123	9	5	137	160
Total . . . . .	8	43	1	9,422	407	644	10,473	28,415

## Wire Plant and Service Data.

	Beginning of year.	Added dur- ing year.	Disc't'd dur- ing year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				3,253.3
Miles of poles installed . . . . .	3,108.7	263.5	118.9	12,481.0
Miles of iron wire installed . . . . .	11,309.0	1,757.0	585.0	39,288.0
Miles of copper wire installed . . . . .	33,570.0	7,726.0	2,008.0	1,142,044
Feet of cable installed . . . . .	925,232	281,436	64,624	
Character of service and number of subscribers: (entire company)				
City or village:				
One party, business . . . . .	29,331			36,391
One party, residence . . . . .	16,524			23,547
Two party, business . . . . .	18,578			16,736
Two party, residence . . . . .	44,216			70,706
Three party, business . . . . .	131			19
Three party, residence . . . . .	142			2
Four party, business . . . . .	8,523			10,189
Four party, residence . . . . .	25,652			35,263
Six party, business . . . . .	8,872			4,362
Six party, residence . . . . .	44,142			28,234
Eight party, residence . . . . .	57			22
Ten party, residence . . . . .	14,814			5,666
Pay stations . . . . .	8,449	92,204	61,376	9,363
Total local stations . . . . .	219,431			240,700
Rural:				
Rural or farm line, business . . . . .	735			686
residence . . . . .	16,058			16,111
service stations . . . . .	643			640
Total rural stations . . . . .	17,436			17,437
Total local and rural . . . . .	236,867			258,137
Extension stations, all kinds . . . . .	30,236			32,889
Private branch exchange stations . . . . .	42,065			48,769
Official stations . . . . .	2,144			2,345
Totals . . . . .	311,312	92,204	61,376	342,140

# NORTH CONWAY & JACKSON TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

North Conway, N. H.

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## Principal Officers.

President . . . . .	G. H. Shedd . . . . .	North Conway, N. H.
Clerk . . . . .	D. W. Barnes . . . . .	Intervale, N. H.
Treasurer . . . . .	J. Z. Shedd . . . . .	North Conway, N. H.
General Manager . . . . .	L. C. Barnes . . . . .	Kearsarge, N. H.

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## Directors.

G. H. Shedd . . . . .	North Conway, N. H.
D. W. Barnes . . . . .	Intervale, N. H.
C. W. Gray . . . . .	Jackson, N. H.
Wm. M. Wyman . . . . .	Intervale, N. H.
G. K. Howard . . . . .	Bartlett, N. H.

Term expires: December 31, 1912.

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## History.

Date of incorporation: November 14, 1903.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Conway, Bartlett and Jackson.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	200
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	5000.00
Total par value outstanding . . . . .	5000.00
Dividends:	
Amount declared during year . . . . .	250.00
Rate, 5%.	
Number of stockholder . . . . .	200
Number of stockholders in New Hampshire . . . . .	180
Par value of capital stock held in New Hampshire . . . . .	\$4,500.00

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### General Balance Sheet.

<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$799.73	
Accounts receivable . . . . .	899.97	
		\$1,699.70
Materials and supplies . . . . .		761.28
Fixed capital . . . . .		6,538.71
Deficit . . . . .		891.70
Total . . . . .		\$9,891.39
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$20.82	
Interest accrued on funded debt . . . . .	142.83	
Bills payable (notes) . . . . .	4,130.58	
Accounts payable . . . . .	564.98	
Miscellaneous accounts payable . . . . .	32.18	
		\$4,891.39
Capital stock . . . . .		5,000.00
Total . . . . .		\$9,891.39

### Fixed Capital.

No record of sub-division. The company reports that a valuation is to be made before next report is filed.

### Income Account.

Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$2,413.25	
Public pay stations . . . . .	14.77	
Total—exchange . . . . .		\$2,428.02
Toll Commissions . . . . .		259.98
Total operating revenues. . . . .		\$2,688.00
Operating expenses:		
Maintenance—		
Supervision . . . . .	\$64.55	
Repairs of wire plant and equip- ment . . . . .	312.04	
Total—maintenance . . . . .	\$376.59	
Traffic—		
Operators' wages . . . . .	825.42	
Carried forward \$1,202.01		\$2,688.00

**Income Account.—Concluded.**

Total operating revenues. <i>Brought forward</i>	\$2,688.00
Operating expenses.                   “       “   \$1,202.01	
Commercial—	
Administration . . . . .	\$13.18
General administration—	
General office salaries . . . . .	\$156.00
Miscellaneous . . . . .	139.85
Total—general administration . . . . .	\$295.85
Insurance . . . . .	\$5.00
Total operating expenses . . . . .	\$1,516.04
Taxes . . . . .	\$3.30
Total revenue deductions . . . . .	1,599.34
Gross income . . . . .	\$1,088.66
Deductions from gross income:	
Interest on unfunded debt . . . . .	217.83
Net income . . . . .	\$870.83
Deficit at beginning of year . . . . .	1,469.43
Total deficit . . . . .	\$598.60
Net adjustments during year (debit) . . . . .	43.10
Adjusted balance (deficit) . . . . .	\$641.70
Dividends . . . . .	250.00
Deficit at close of year . . . . .	\$891.70

**Wire Plant and Service Data.**

	Beginning of year.	Added dur- ing year.	Dis'e't'd during year.	Close of year.
Wire plant:				
Metalli ceircuits.				
Miles of poles installed . . . . .	28	3	.....	31
Miles of iron wire installed . . . . .	129	25	.....	154
Service:				
Number of subscribers . . . . .	131	9	4	136



# OSSIPPEE VALLEY TELEGRAPH & TELEPHONE COMPANY.

CORNISH, ME.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Oliver Street, Boston, Mass.

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## Principal Officers.

President . . . . .	J. N. Keller . . . . .	Boston, Mass.
Vice-President . . . . .	F. W. Story . . . . .	Boston, Mass.
Clerk . . . . .	J. M. Lord . . . . .	Parsonsfield, Me.
Asst. Clerk . . . . .	E. A. Wilkie . . . . .	Boston, Mass.
Treasurer . . . . .	E. S. Willard . . . . .	Boston, Mass.
Auditor . . . . .	E. W. Longley . . . . .	Boston, Mass.
General Manager . . . . .	C. H. Leighton . . . . .	Cornish, Me.

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## Directors.

J. N. Keller . . . . .	Surry, N. H.
F. A. Houston . . . . .	Concord, Mass.
M. B. Jones . . . . .	Newton, Mass.
F. W. Story . . . . .	Laconia, N. H.
C. T. Keller . . . . .	Brookline, Mass.
J. Merrill Lord . . . . .	Parsonsfield, Me.
W. D. D. Churchill . . . . .	Parsonsfield, Me.
A. Crosby Kennett . . . . .	Conway, N. H.
E. E. Hastings . . . . .	Fryeburg, Me.
W. T. Johnson . . . . .	Bridgton, Me.
Edmund W. Longley . . . . .	Salem, Mass.
Term expires: June, 1913.	

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## History.

Date of incorporation: February 16, 1885.

Incorporated under special law of the State of Maine.

Authorized to operate in Cumberland, Oxford and York Counties, Maine, and in any other state, upon receiving proper authority.

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## Localities in New Hampshire Served.

Albany, Bartlett, Conway, Eaton, Effingham, Freedom, Hart's Location, Jackson, Madison, Ossipee and Tamworth.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	800
Preferred stock . . . . .	3,200
Par value of one share . . . . .	\$25.00
Total par value authorized:	
Common . . . . .	20,000.00
Preferred . . . . .	80,000.00
Total par value outstanding:	
Common . . . . .	9,625.00
Preferred . . . . .	43,750.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	57
Number of stockholders in New Hampshire . . . . .	4
Par value of capital stock held in New Hampshire . . . . .	\$650.00

Funded Debt.	
Mortgage bonds:	
Date of issue, January 1, 1903.	
Date of maturity, January 1, 1923.	
Total par value authorized and outstanding . . . . .	\$10,000.00
Total par value held in special funds . . . . .	2,300.00
Interest:	
Amount accrued and paid during year . . . . .	500.00
Rate, 5%.	

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$1,109.41
Accounts receivable:	
From subscribers and agents . . . . .	4,659.08
Miscellaneous accounts receivable. . . . .	565.55
	\$6,334.04
Materials and supplies . . . . .	2,698.69
Investments . . . . .	25.00
Sinking funds . . . . .	2,707.13
Fixed capital . . . . .	100,896.62
Construction work in progress . . . . .	1,073.02
Prepayments . . . . .	47.01
Re-acquired securities . . . . .	1,800.00
Total . . . . .	\$115,581.51
<i>Carried forward</i>	

General Balance Sheet.— <i>Concluded.</i>	
Total Assets. <i>Brought forward</i>	\$115,581.51
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$294.00
Accounts payable:	
Accounts with system corporations	10,170.94
Audited vouchers and wages un-	
paid . . . . .	17.28
Miscellaneous accounts payable . . . . .	666.35
Bills payable . . . . .	27,004.91
	38,153.48
Funded debt . . . . .	10,000.00
Reserve for depreciation . . . . .	13,729.08
Optional reserves . . . . .	83.62
Capital stock—common . . . . .	9,625.00
Capital stock—preferred. . . . .	43,750.00
Surplus. . . . .	240.33
Total . . . . .	\$115,581.51

## Sinking Funds.

Cash paid to Mercantile Trust Co., Portland, Trustees, \$2,707.13, to create a sinking fund to redeem the bonded debt when it falls due.

Investments.		
Nature of investment:		
Elmwood Press—stock—		
Par value . . . . .		\$25.00
Actual cost . . . . .		25.00
Carried on books at . . . . .		25.00
Income accrued during year . . . . .		None
<hr/>		
Fixed Capital.		
Contracts and licenses . . . . .		\$16,600.00
Central office equipment	}	82,858.27
Subscribers' station equipment		
Exchange lines		
Toll lines		
Office furniture and fixtures . . . . .		842.46
Tools and vehicles . . . . .		595.89
		<hr/>
Total cost of fixed capital . . . . .		\$100,896.62
Less reserve for depreciation . . . . .		13,729.08
		<hr/>
Total (net) value of fixed capital . . . . .		\$87,167.54

Income Account.		
Operating revenues:		
Exchange revenue—		
Subscribers' stations . . . . .	\$14,469.37	
Public pay stations . . . . .	670.52	
Attachments and rentals . . . . .	754.91	
Private lines . . . . .	202.82	
Total—exchange . . . . .		\$16,097.62
Toll—		
Company intrastate tolls . . . . .	\$6,515.78	
Company interstate tolls . . . . .	2,045.51	
Foreign interstate tolls . . . . .	28.68	
Telegraph commissions . . . . .	37.66	
Miscellaneous . . . . .	3.01	
Total—toll . . . . .		8,630.64
Total operating revenues . . . . .		\$24,728.26
Operating expenses:		
Maintenance—		
Supervision of maintenance . . . . .	\$181.31	
Repairs of wire plant	3,684.42	
Repairs of equipment		
Repairs of buildings and grounds		
Station removals and changes . . . . .	515.88	
Depreciation of plant and equip- ment . . . . .	3,836.20	
Total—maintenance . . . . .	\$8,217.81	
Traffic—		
Operators' wages . . . . .	\$5,238.36	
Commercial—		
Directory expenses . . . . .	\$52.18	
Other commercial and traffic ex- penses . . . . .	832.46	
Total—commercial . . . . .	\$884.64	
General administration—		
General and law expenses . . . . .	\$7.61	
Wages—		
Commercial and traffic super- vision . . . . .	912.26	
Clerical . . . . .	945.73	
Canvassing . . . . .	118.71	
Collecting . . . . .	115.67	
Miscellaneous . . . . .	2.34	
Rent and house service . . . . .	1,052.37	
Trav., com'l and traffic . . . . .	213.65	
Postage, printing and stationery . . . . .	716.52	
Rights, privileges and use of property . . . . .	2,140.29	
Total—general administration . . . . .	\$6,225.09	
Carried forward	\$20,565.90	\$24,728.26

Income Account.— <i>Concluded.</i>	
Total operating revenues. <i>Brought forward</i>	\$24,728.26
Operating expenses.                   “       “   \$20,565.90	
Insurance . . . . .	191.68
Total operating revenues . . . .	\$20,757.58
Taxes . . . . .	648.16
Uncollectible bills . . . . .	305.80
Total revenue deductions . . . .	21,711.54
Gross operating income. . . . .	\$3,016.72
Non-operating revenues:	
Interest on re-acquired securities and sinking fund bonds . . . . .	\$205.00
Accrued interest on sinking fund bonds . . . . .	92.13
Interest on bank deposits . . . .	11.71
Miscellaneous . . . . .	33.17
Total non-operating revenues . . . . .	342.01
Gross income . . . . .	\$3,358.73
Deductions from gross income:	
Interest on funded debt . . . . .	\$500.00
Interest on unfunded debt . . . .	1,986.62
Total deductions . . . . .	2,486.62
Net income . . . . .	\$872.11
Deficit at beginning of year . . . . .	647.99
Total surplus . . . . .	\$224.12
Net adjustments during year (credit) . . . . .	16.21
Surplus at close of year . . . . .	\$240.33

## Central Office Data.

EXCHANGE.	Switchboard. magneto.	LINES CONNECTED.				Ultimate capacity of lines.
		Local.	Rural.	Toll.	Total.	
Conway . . . . .	1	14	2	2	18	100
North Conway . . . . .	1	20	0	13	33	300
Mountainview . . . . .	1	10	2	2	14	40
Tamworth . . . . .	1	7	4	3	14	20

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				
Miles of poles installed . . . . .	57.0	7.5		64.5
Miles of iron wire installed . . . . .	505.5	45.0		550.5
Miles of copper wire installed . . . . .	29.5	10.5	.5	39.5
Feet of cable installed . . . . .	.0	830.0		830.0
Character of service and number of sub- scribers: (entire company)				
City or village:				
One party, business . . . . .	8	184	181	9
One party, residence . . . . .	3			7
Two party, business . . . . .	7			10
Two party, residence . . . . .	8			7
Four party, business . . . . .	0			1
Six party, business . . . . .	96			103
Six party, residence . . . . .	177			177
Ten party, residence . . . . .	2			7
Pay stations . . . . .	61			63
Total local stations . . . . .	362			384
Rural:				
Rural or farm line, business . . . . .	64	184	181	70
residence . . . . .	369			362
Total rural stations . . . . .	433			432
Total local and rural . . . . .	795			816
Extension stations, all kinds . . . . .	34			34
Private branch exchange stations . .	26			8
Official stations . . . . .	8			8
Totals . . . . .	863	184	181	866

# PASSUMPSIC TELEPHONE COMPANY.

NEWPORT, VT.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Oliver Street, Boston, Mass.

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## Principal Officers.

President . . . . .	J. N. Keller . . . . .	Boston, Mass.
Vice-President . . . . .	F. W. Story . . . . .	Boston, Mass.
Clerk . . . . .	L. P. Stack . . . . .	St. Johnsbury, Vt.
Treasurer . . . . .	E. S. Willard . . . . .	Boston, Mass.
Auditor . . . . .	E. W. Longley . . . . .	Boston, Mass.
General Manager . . . . .	C. A. Brown . . . . .	Newport, Vt.

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## Directors.

George H. Prouty . . . . .	Newport, Vt.
M. M. Taplin . . . . .	Orleans, Vt.
George C. Cary . . . . .	St. Johnsbury, Vt.
J. N. Keller . . . . .	Surry, N. H.
C. T. Keller . . . . .	Brookline, Mass.
E. W. Longley . . . . .	Salem, Mass.
F. A. Houston . . . . .	Concord, Mass.
F. W. Story . . . . .	Laconia, N. H.
Matt B. Jones . . . . .	Newton, Mass.
W. J. Denver . . . . .	Roxbury, Mass.
C. S. Emery . . . . .	Newport, Vt.
Daniel Buchanan . . . . .	Orleans, Vt.
Frank H. Brooks . . . . .	St. Johnsbury, Vt.
Term expires: May 6, 1913.	

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## History.

Date of incorporation: April 17, 1907.

Incorporated under the general law of the State of Vermont.

Stock was issued May 14, 1907, in payment of plant of the New England Telephone and Telegraph Company located at Barnet, Barton, Brownington, Burke, Concord, Coventry, Danville, Derby, East Haven, Ferdinand, Gore, Granby, Irasburg, Jay, Kirby, Lowell, Lyndon, Newark, Newport, St. Johnsbury, Sheffield, Stannard, Troy, Victory, Waterford, Westfield, Westmore and Wheelock, Vermont, and Monroe,

(Continued)

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*History.—Concluded.*

N. H. During the year ending June 30, 1911, stock was issued and cash paid for plant of the Vermont Peoples Telephone Company, located at Albany, Barton, Brighton, Brownington, Charleston, Coventry, Derby, Glover, Holland, Irasburg, Jay, Lowell, Morgan, Newport, Troy, Westfield and Westmore, Vermont, and for plant of Essex Telephone Company, located at Brighton, Charleston, Derby, Holland, Morgan, Norton, and Westmore, Vermont. During the year ending June 30, 1912, stock was issued in payment of the plant of the Citizens Telephone and Telegraph Exchange, located in Monroe and Bath, New Hampshire, and the following towns in Vermont, Barnet, Barton, Burke, Cabot, Concord, Copenhagen, Danville, East Haven, Kirby, Lyndon, Newbury, Ryegate, St. Johnsbury, Sutton, Walden, Waterford and Wheelock. Cash was paid for the plant of D. L. Maguire in the towns of Albany, Barton, Craftsbury, Glover, Greensboro, Hardwick, Irasburg and Wolcott, Vermont.

*Localities in New Hampshire Served.*

Bath and Monroe.

Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	10,000
Preferred stock . . . . .	6,000
Par value of one share . . . . .	\$25.00
Total par value authorized:	
Common . . . . .	250,000.00
Preferred . . . . .	150,000.00
Total par value outstanding:	
Common . . . . .	150,875.00
Preferred . . . . .	116,250.00
Dividends:	
Amount declared during year:	
Common . . . . .	None
* Preferred . . . . .	5,118.75
Number of stockholders . . . . .	109
Number of stockholders in New Hampshire . . . . .	4
Par value of capital stock held in New Hampshire . . . . .	\$800.00

\* Rate:  $4\frac{1}{2}\%$  on \$75,000;  $1\frac{1}{2}\%$  on \$116,250.



General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$133.53	
Accounts receivable—		
From subscribers and agents . . . . .	14,841.02	
Miscellaneous accounts receivable . . . . .	1,022.77	
		\$15,997.32
Materials and supplies . . . . .		9,884.07
Fixed capital . . . . .		312,799.50
Construction work in progress . . . . .		9,009.04
Prepayments . . . . .		1,831.24
Total . . . . .		349,521.17
<i>Liabilities.</i>		
Current liabilities:		
Unearned revenue . . . . .	\$4,301.93	
Accounts payable—		
Accounts with system corporations . . . . .	39,397.43	
Audited vouchers and wages un-		
paid . . . . .	212.56	
Miscellaneous accounts payable . . . . .	2,114.30	
Bills payable . . . . .	11,647.18	
		\$57,673.40
Reserve for depreciation . . . . .		20,916.74
Optional reserves . . . . .		157.49
Capital stock—common . . . . .		150,875.00
Capital stock—preferred . . . . .		116,250.00
Surplus. . . . .		3,648.54
Total . . . . .		\$349,521.17
Fixed Capital.		
Land . . . . .		\$327.65
Buildings . . . . .		1,180.11
Central office equipment	}	307,118.37
Subscribers' station equipment		
Exchange lines		
Toll lines . . . . .		
Office furniture and fixtures . . . . .		2,039.00
Tools and vehicles . . . . .		2,134.37
Total cost of fixed capital . . . . .		\$312,799.50
Less reserve for depreciation . . . . .		20,916.74
Total (net) value of fixed capital . . . . .		\$291,882.76

## Income Account.

## Operating revenues:

## Exchange—

Subscribers' stations . . . .	\$68,839.31
Public pay stations . . . .	372.80
Attachments and rentals . . . .	121.73
Real estate earnings (net) . . . .	112.00

Total—exchange . . . . .	\$69,445.84
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## Toll—

Company intrastate tolls . . . .	\$9,590.24
Company interstate tolls . . . .	2,017.65
Foreign interstate tolls . . . .	630.20
Attachments and rentals . . . .	14.00
Leased lines . . . . .	123.22
Telegraph commissions . . . .	105.26
Messenger service (net) . . . .	1.88
Miscellaneous . . . . .	5.74

Total—toll . . . . .	12,488.19
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Total operating revenue . . . . .	\$81,934.03
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## Operating expenses:

## Maintenance—

Supervision . . . . .	\$925.44
Repairs of wire plant . . . . .	21,910.22
Repairs of equipment . . . . .	
Repairs of buildings and grounds . . . . .	
Station removals and changes . . . .	2,224.58
Depreciation of plant and equipment . . . . .	6,534.01

Total—maintenance . . . . .	\$31,594.25
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## Traffic—

Operators' wages . . . . .	\$21,120.40
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## Commercial—

Directory expenses . . . . .	\$611.78
Other commercial and traffic expenses . . . . .	1,004.82

Total—commercial . . . . .	\$1,616.60
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<i>Carried forward</i>	\$54,331.25	\$81,934.03
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<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$81,934.03
Operating expenses.                   “           “	\$54,331.25
General administration—	
Other general and law expenses . . . . .	\$1,058.65
Wages—	
Commercial and traffic—	
Supervision . . . . .	2,326.37
Clerical . . . . .	5,068.71
Canvassing . . . . .	551.97
Collecting . . . . .	348.64
Miscellaneous . . . . .	18.87
Rent and house service . . . . .	3,139.64
Travelling, commercial and traffic . . . . .	972.13
Postage, printing and stationery . . . . .	2,763.51
Rights, privileges and use of property . . . . .	2,613.24
Total—general administration. . . . .	\$18,861.73
Insurance . . . . .	\$591.09
Total operating expenses . . . . .	\$73,784.07
Taxes . . . . .	1,583.70
Uncollectible bills . . . . .	781.09
Total revenue deductions . . . . .	76,148.86
Gross operating income. . . . .	\$5,785.17
Deductions from gross income:	
Interest on unfunded debt . . . . .	1,998.06
Net income . . . . .	\$3,787.11
Surplus at beginning of year . . . . .	5,211.45
Total surplus . . . . .	\$8,998.56
Net adjustments during year (debit) . . . . .	231.27
Adjusted balance (surplus) . . . . .	\$8,767.29
Dividends on preferred stock . . . . .	5,118.75
Surplus at close of year . . . . .	\$3,648.54

**Central Office Data.**

No central offices in New Hampshire.

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				
Miles of poles installed . . . . .	12.0	7.0	.....	19.0
Miles of iron wire installed . . . . .	50.0	15.2	.....	65.2
Character of service and number of subscribers: (entire company)				
City or village—				
One party, business . . . . .	45	} 2,650	} 1,065	60
One party, residence . . . . .	29			40
Two party, business . . . . .	58			69
Two party, residence . . . . .	37			48
Six party or more—				
Business . . . . .	463			773
Residence . . . . .	2,788			3,829
Pay stations . . . . .	77			95
Total local stations . . . . .	3,497			4,914
Rural—				
Rural or farm line—				
Business . . . . .	33	} 2,650	} 1,065	44
Residence . . . . .	669			773
Total rural stations . . . . .	702			817
Extension stations, all kinds . . . . .	133			186
Private branch exchange stations . . . . .	28			27
Official stations . . . . .	12			13
Totals . . . . .	4,372	2,650	1,065	5,957

# PELHAM ASSOCIATION.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Pelham Centre, N. H.

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## Agents.

F. H. Hillman . . . . .	Pelham, N. H.
Henry M. Currier . . . . .	Pelham, N. H.

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## Locality Served.

Pelham.

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## History.

This line was constructed in about 1902. It was built and is operated at present as a "mutual" company. The subscribers own their instruments, and the subscribers on the various lines built said lines and keep them in repair. Estimated value of line, \$1,000.00.

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## General Balance Sheet.

<i>Assets.</i>	
Cash . . . . .	\$3.34
<i>Liabilities.</i>	
Surplus. . . . .	\$3.34

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Income Account.	
Assessment . . . . .	\$300.00
Operating expenses:	
Traffic—	
Operators' wages . . . . .	\$180.00
Rentals . . . . .	21.00
Total—traffic . . . . .	\$201.00
Commercial—	
Collection expenses . . . . .	\$60.00
Directory expenses . . . . .	5.50
Total—commercial . . . . .	\$65.50
General administration . . . . .	\$22.36
Total operating expenses . . . . .	\$288.86
Taxes . . . . .	7.80
Total deductions . . . . .	296.66
Surplus at close of year . . . . .	\$3.34
Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	23
Miles of iron wire installed . . . . .	46
Service:	
Number of subscribers . . . . .	60

J. RALPH PIERCE, ET AL.

Fairlee, Vt.

(See Fairlee Telephone Company.)

# PIERMONT TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Piermont, N. H.

## Partners.

H. E. Morrison . . . . .	Piermont, N. H.
Ida M. Morrison . . . . .	Piermont, N. H.
Christie E. Morrison . . . . .	Piermont, N. H.

## History.

Commenced operations: May 7, 1902.

## Localities Served.

Piermont, Orford and Haverhill.

## General Balance Sheet.

### Assets.

Cash and current assets:

Accounts receivable . . . . .	\$210.98
Materials and supplies . . . . .	50.00
Fixed capital . . . . .	3,000.00

Total . . . . .	\$3,260.98
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### Liabilities.

Capital invested . . . . .	\$3,260.98
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Total . . . . .	\$3,260.98
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## Fixed Capital.

Central office equipment. . . . .	\$500.00
Subscribers' station equipment . . . . .	1,000.00
Exchange lines:	
Pole lines }	
Aerial wire }	1,500.00
Total cost of fixed capital . . . . .	\$3,000.00

Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$1,308.00
Toll—	
Messenger service (net) . . . . .	\$5.00
Commissions . . . . .	36.00
Total—toll . . . . .	41.00
Total operating revenue . . . . .	\$1,349.00
Operating expenses:	
Maintenance—	
Line rebuilt . . . . .	\$500.00
Maintenance expenses . . . . .	160.00
Total—maintenance . . . . .	\$660.00
Commercial—	
Pay of managers, operators and attendants . . . . .	\$500.00
Office supplies and expenses . . . . .	15.00
Total—commercial . . . . .	\$515.00
Insurance . . . . .	\$38.45
Total operating expenses . . . . .	1,213.45
Net earnings . . . . .	\$135.55
Wire Plant and Service Data.	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	21
Miles of iron wire installed . . . . .	100
Service:	
Subscribers—	
Number at beginning of year . . . . .	116
Added during year . . . . .	5
Discontinued during year . . . . .	7
Number at close of year . . . . .	114



# PINE RIVER TELEPHONE COMPANY.

(O. J. AVERY, OWNER.)

MOUNTAINVIEW, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Effingham.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Fixed capital (pole lines and aerial wire) . . . . .	\$600.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$600.00
<b>Income Account.</b>	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$198.00
Public pay stations . . . . .	30.00
Total operating revenues . . . . .	\$228.00
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$25.00
Repairs of wire plant . . . . .	50.00
Repairs of equipment . . . . .	25.00
Total—maintenance . . . . .	\$100.00
Traffic—	
Operators' wages . . . . .	79.20
Total operating expenses . . . . .	\$179.20
Taxes . . . . .	3.84
Total revenue deductions . . . . .	183.04
Net earnings . . . . .	\$44.96
<b>Wire Plant and Service Data.</b>	
Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	12
Miles of iron wire installed . . . . .	13
Service:	
Number of subscribers . . . . .	12

# SANDOWN TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Sandown Center, N. H.

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## Principal Officers.

President . . . . .	G. S. Sanborn .	Sandown, N. H.
Clerk . . . . .	Beverly Seeley .	Sandown, N. H.
Treasurer . . . . .	J. G. Goodwin .	Chester, N. H., R. F. D. 3.
General Manager . . . . .	G. S. Sanborn .	Sandown, N. H.

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## Directors.

G. S. Sanborn . . . . .	Sandown, N. H.
J. W. Lovering . . . . .	Sandown, N. H.
C. H. Knight . . . . .	Sandown, N. H.
I. N. A. McKay . . . . .	Chester, N. H., R. F. D. 3.
C. I. Drowne . . . . .	Chester, N. H., R. F. D. 3.
C. W. Goodwin . . . . .	Chester, N. H., R. F. D. 3.
E. C. Wills . . . . .	Chester, N. H., R. F. D. 3.

Term expires: March 6, 1913.

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## History.

Date of incorporation: February 28, 1911.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Sandown.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	40
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	1,000.00
Total par value outstanding . . . . .	700.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	27
Number of stockholders in New Hampshire . . . . .	26
Par value of capital stock held in New Hampshire . . . . .	\$675.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$345.35	
Accounts receivable . . . . .	69.80	
		\$415.15
Materials and supplies . . . . .		5.00
Fixed capital . . . . .		1,033.54
Total . . . . .		\$1,453.69
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$8.97	
Advances from system corporations . . . . .	137.22	
Miscellaneous accounts payable . . . . .	495.92	
		\$642.11
Capital stock . . . . .		700.00
Surplus . . . . .		111.58
Total . . . . .		\$1,453.69
Fixed Capital.		
Central office equipment . . . . .		\$38.88
Subscribers' station equipment . . . . .		422.58
Exchange lines:		
Pole lines }		
Aerial wire }		572.08
Total cost of fixed capital . . . . .		\$1,033.54
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .		\$252.47
Toll . . . . .		79.33
Miscellaneous . . . . .		10.37
Total operating revenues . . . . .		\$342.17
<i>Carried forward</i>		

**Income Account.—Concluded.**

Total operating revenues. <i>Brought forward</i>		\$342.17
Operating expenses:		
Maintenance . . . . .	\$11.45	
Traffic—		
Operators' wages . . . . .	\$180.00	
Rentals . . . . .	20.28	
Total—traffic . . . . .	\$200.28	
Total operating expenses . . . . .	\$211.73	
Taxes . . . . .	8.97	
Total revenue deductions . . . . .		220.70
Net income . . . . .		\$121.47
Deficit at beginning of year . . . . .		9.89
Surplus at close of year . . . . .		\$111.58

**Wire Plant and Service Data.**

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .				6
Miles of iron wire installed . . . . .				12
Character of service and number of sub- scribers:				
Village . . . . .	33	5		38
Pay stations . . . . .	1			1
Total . . . . .	34	5		39

# SANDWICH LOCAL TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Sandwich Center, N. H.

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## Principal Officers.

President . . . .	H. E. Moulton .	Sandwich Center, N. H.
Vice-President . . . .	F. M. Smith . .	Sandwich Center, N. H.
Clerk } . . . .	J. S. Quimby . .	Sandwich Center, N. H.
Treasurer } . . . .	J. L. Marston . .	Sandwich Center, N. H.
General Manager . . . .		

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## Directors.

Herbert E. Moulton . . . . .	Sandwich Center, N. H.
Frank M. Smith . . . . .	Sandwich Center, N. H.
J. Alphonso Smith . . . . .	Sandwich Center, N. H.
John S. Quimby . . . . .	Sandwich Center, N. H.
Edward F. Wallace . . . . .	Sandwich Center, N. H.
White H. Penniman . . . . .	Sandwich Center, N. H.
William Heard . . . . .	Sandwich Center, N. H.
Chas. B. Hoyt . . . . .	Sandwich Center, N. H.
Frank A. Bryor . . . . .	Sandwich Center, N. H.
Term expires: January 1, 1913.	

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## History.

Date of incorporation: February 8, 1901.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Sandwich, Tamworth and Moultonboro.

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## Capital Stock.

Number of shares authorized:	
Preferred stock . . . . .	1,400
Par value of one share . . . . .	\$5.00
Total par value authorized and outstanding . . . .	7,000.00
Dividends:	
Amount declared during year . . . . .	420.00
Rate, 6%.	
Number of stockholders . . . . .	35
Number of stockholders in New Hampshire . . . .	31
Par value of capital stock held in New Hampshire .	\$6,075.00

---

## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$200.00	
Accounts receivable . . . . .	637.50	\$837.50
Sinking funds . . . . .		2,100.00
Fixed capital . . . . .		7,756.53
Total . . . . .		\$10,694.03

*Liabilities.*

Capital stock . . . . .		\$7,000.00
Surplus . . . . .		3,694.03
Total . . . . .		\$10,694.03

## Fixed Capital.

Exchange lines:		
Pole lines . . . . .		\$3,600.00
Aerial wire . . . . .		4,156.53
Total cost of fixed capital . . . . .		\$7,756.53

## Income Account.

## Operating revenues:

Exchange—		
Subscribers' stations . . . . .		\$2,550.00
Toll—		
Commission on tolls . . . . .		325.90
Total operating revenues . . . . .		\$2,875.90

## Operating expenses:

Maintenance—		
Repairs of switchboard . . . . .	\$8.98	
Maintenance expenses . . . . .	561.70	
Total—maintenance . . . . .	\$570.68	
Traffic—		
Operators' wages . . . . .	\$720.00	
Messengers . . . . .	3.45	
Rent of equipment . . . . .	471.80	
Total—traffic . . . . .	\$1,195.25	

<i>Carried forward</i>	\$1,765.93	\$2,875.90
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Income Account.— <i>Concluded.</i>	
Total operating revenues. <i>Brought forward</i>	\$2,875.90
Operating expenses.                   "       "       \$1,765.93	
General administration—	
General office salaries . . . . .	\$50.00
General office supplies and expenses . . . . .	32.57
Rent paid . . . . .	14.25
Total—general administration . . . . .	\$96.82
Total—operating expenses . . . . .	\$1,862.75
Taxes . . . . .	83.30
Total—revenue deductions. . . . .	1,946.05
Gross income . . . . .	\$929.85
Deductions from gross income:	
On account of sinking fund . . . . .	300.00
Net income . . . . .	\$629.85
Surplus at beginning of year . . . . .	3,484.18
Total surplus . . . . .	\$4,114.03
Dividends . . . . .	420.00
Surplus at close of year . . . . .	\$3,694.03
Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	45
Miles of iron wire installed . . . . .	100
Service:	
Number of subscribers . . . . .	170

## STODDARD TELEPHONE COMPANY.

Stoddard, N. H.

On the filing date of reports, the line was in process of construction.

# SOUTHERN COOS TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Royal's Block, Main Street, Colebrook, N. H.

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## Principal Officers.

President . . . . .	W. E. Smith . . . . .	Colebrook, N. H.
Clerk . . . . .	M. E. Smith . . . . .	Colebrook, N. H.
*Treasurer . . . . .	M. E. Smith . . . . .	Colebrook, N. H.
General Manager . . . . .	W. E. Smith . . . . .	Colebrook, N. H.

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## Directors.

W. E. Smith . . . . .	Colebrook, N. H.
Charles Martin . . . . .	Colebrook, N. H.
Amasa Frizzell . . . . .	Colebrook, N. H.

Term expires: May 7, 1913.

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## History.

Date of incorporation: May 15, 1907.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Colebrook, Columbia, Stratford and Northumberland, New Hampshire; Lemington, Bloomfield, Brunswick and Maidstone, Vermont.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	400
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	10,000.00
Total par value outstanding . . . . .	4,575.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	15
Number of stockholders in New Hampshire . . . . .	10
Par value of capital stock held in New Hampshire . . . . .	\$3,725.00

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\*Acting.



General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$18.47	
Bills receivable (notes) . . . . .	9.00	
Accounts receivable . . . . .	233.50	
		\$260.97
Materials and supplies . . . . .		25.00
Special deposits . . . . .		9.00
Fixed capital . . . . .		6,962.00
Total . . . . .		\$7,256.97
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$86.50	
Bills payable (notes) . . . . .	1,997.59	
Miscellaneous accounts payable . . . . .	564.27	
		\$2,648.36
Capital stock . . . . .		4,575.00
Surplus. . . . .		33.61
Total . . . . .		\$7,256.97
Fixed Capital.		
Organization . . . . .		\$250.00
Other intangible capital . . . . .		361.34
Central office equipment . . . . .		350.00
Subscribers' station equipment . . . . .		1,620.00
Exchange lines:		
Pole lines . . . . .		3,660.00
Aerial wire . . . . .		659.00
Right of way . . . . .		36.66
Repair shop equipment . . . . .		25.00
Total cost of fixed capital . . . . .		\$6,962.00
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$1,210.56	
Public pay stations . . . . .	3.65	
Service stations . . . . .	15.85	
Private lines . . . . .	6.00	
Total operating revenues . . . . .		\$1,236.06
<i>Carried forward</i>		

**Income Account.—Concluded.**

Total operating revenues. <i>Brought forward</i>		\$1,236.06
Operating expenses:		
Maintenance—		
Supervision . . . . .	\$204.00	
Repairs of wire plant . . . . .	50.00	
Station removals and changes . . . . .	25.00	
Depreciation of plant and equip- ment . . . . .	141.07	
Miscellaneous . . . . .	28.05	
Total—maintenance . . . . .	\$448.12	
Traffic—		
Operators' wages . . . . .	\$546.54	
Office supplies and expenses . . . . .	8.82	
Total—traffic . . . . .	\$555.36	
Commercial—		
Collection expenses . . . . .	\$12.91	
Total operating expenses . . . . .	\$1,016.39	
Taxes . . . . .	78.31	
Uncollectible bills . . . . .	21.25	
Total revenue deductions . . . . .		1,115.95
Gross income . . . . .		\$120.11
Deductions from gross income:		
Interest on unfunded debt . . . . .		86.50
Net income . . . . .		\$33.61
(Surplus at close of year.)		

**Wire Plant and Service Data.**

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic and grounded circuits.				
Miles of poles installed . . . . .				61½
Miles of iron wire installed . . . . .				109
Character of service and number of sub- scribers:				
Village . . . . .	19		1	18
Pay stations . . . . .	4			4
Rural . . . . .	87	10	10	87
Total . . . . .	110	10	11	109

# SUGAR RIVER VALLEY TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Grantham, N. H.

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## Principal Officers.

President . . . . .	S. W. Gilman . . . . .	Croydon, N. H.
Vice-President . . . . .	J. H. Dunbar . . . . .	Grantham, N. H.
Clerk . . . . .	J. M. Howe . . . . .	Grantham, N. H.
Treasurer . . . . .	Loyal Barton . . . . .	Grantham, N. H.
Managing Director . . . . .	D. S. Gross . . . . .	Croydon, N. H.

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## Directors.

S. M. Gilman . . . . .	Croydon, N. H.
L. Barton . . . . .	Grantham, N. H.
F. C. Reed . . . . .	Grantham, N. H.
J. H. Dunbar . . . . .	Grantham, N. H.
D. S. Gross . . . . .	Croydon, N. H.

Term expires: December 31, 1912.

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## History.

Date of incorporation: November 8, 1902.

Amended: January 7, 1904; January 26, 1912.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Grantham, Croydon and Springfield.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	61 $\frac{3}{4}$
Par value of one share . . . . .	\$25.00
Total par value authorized and outstanding . . . . .	1,535.00
Dividends:	
Amount declared during year . . . . .	76.75
Rate, 5%.	
Number of stockholders . . . . .	44
Number of stockholders in New Hampshire . . . . .	44
Par value of capital stock held in New Hampshire . . . . .	\$1,535.00

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**General Balance Sheet.***Assets.*

## Cash and current assets:

Cash . . . . .	\$88.00
Accounts receivable . . . . .	464.76

\$552.76

Materials and supplies . . . . .

92.00

Fixed capital . . . . .

1,565.00

Total . . . . .

\$2,209.76

*Liabilities.*

## Current liabilities:

Interest accrued on unfunded debt . . . . .	\$1.50
Accounts payable . . . . .	337.39
Dividends payable . . . . .	76.75
Bills payable (notes) . . . . .	100.00

\$515.64

Capital stock . . . . .

1,535.00

Surplus. . . . .

159.12

Total . . . . .

\$2,209.76

**Fixed Capital.**

## Exchange lines:

Pole lines . . . . .	\$680.00
Aerial wire . . . . .	855.00
Tools and vehicles . . . . .	30.00

Total cost of fixed capital . . . . . \$1,565.00

**Income Account.**

## Operating revenues:

## Exchange—

Subscribers' stations . . . . .	\$1,247.52
Public pay stations . . . . .	8.25

Total—exchange . . . . . \$1,255.77

## Toll—

Commission . . . . .	99.60
Miscellaneous . . . . .	30.00

Total operating revenues . . . . . \$1,385.37

*Carried forward*

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$1,385.37
Operating expenses:	
Maintenance—	
Repairs of wire plant . . . . .	\$178.17
Miscellaneous . . . . .	40.00
Total—maintenance . . . . .	\$218.17
Traffic—	
Operators' wages . . . . .	\$351.00
Rentals . . . . .	320.13
Miscellaneous . . . . .	134.64
Total—traffic . . . . .	\$805.77
Commercial—	
Collection expenses . . . . .	\$49.34
General administration—	
General office salaries . . . . .	\$51.00
Total operating expenses . . . . .	\$1,124.28
Taxes . . . . .	19.22
Total revenue deductions . . . . .	1,143.50
Gross income . . . . .	\$241.87
Deductions from gross income:	
Interest on unfunded debt . . . . .	6.00
Net income . . . . .	\$235.87
Dividends . . . . .	76.75
Surplus at close of year . . . . .	\$159.12
<b>Wire Plant and Service Data.</b>	
Wire plant:	
Miles of poles installed . . . . .	32
Miles of iron wire installed . . . . .	130
Service:	
Subscribers—rural	
Number at beginning of year . . . . .	86
Added during year . . . . .	19
Discontinued during year . . . . .	17
Number at close of year . . . . .	88

# SUNAPEE TELEPHONE COMPANY.

(ESTATE OF D. W. BARTON, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Post Office Square, Sunapee, N. H.

## History.

Commenced operations: 1901.

## Localities Served.

Sunapee, New London, Springfield, Newbury, Goshen and Croydon.

## General Balance Sheet.

### Assets.

Cash and current assets:

Cash . . . . .	\$200.00
Accounts receivable . . . . .	1,000.00

\$1,200.00

Materials and supplies . . . . .	
----------------------------------	--

350.00

Fixed capital . . . . .	
-------------------------	--

2,500.00

Total . . . . .	
-----------------	--

\$4,050.00

### Liabilities.

Current liabilities:

Accounts payable . . . . .	
----------------------------	--

650.00

Capital invested . . . . .	
----------------------------	--

3,400.00

Total . . . . .	
-----------------	--

\$4,050.00

## Fixed Capital.

Subscribers' station equipment . . . . .	
--	--

\$25.00

Exchange lines:

Pole lines . . . . .	
----------------------	--

800.00

Aerial wire . . . . .	
-----------------------	--

1,600.00

Office furniture and fixtures . . . . .	
---	--

50.00

Tools and vehicles . . . . .	
------------------------------	--

25.00

Total cost of fixed capital . . . . .	
---------------------------------------	--

\$2,500.00

Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	2,165.00	
Public pay stations . . . . .	200.00	
Total—exchange . . . . .		\$2,365.00
Toll—		
Company intrastate . . . . .	\$100.00	
Foreign intrastate . . . . .	1,000.00	
Foreign interstate . . . . .	500.00	
Total—toll . . . . .		1,600.00
Total operating revenues . . . . .		\$3,965.00
Operating expenses:		
Maintenance—		
Repairs of wire plant . . . . .	\$200.00	
Miscellaneous . . . . .	450.00	
Total—maintenance . . . . .	\$650.00	
Traffic—		
Superintendence . . . . .	\$400.00	
Operators' wages . . . . .	550.00	
Office supplies and expenses . . . . .	100.00	
Rentals . . . . .	1,771.00	
Total—traffic . . . . .	\$2,821.00	
Commercial—		
Collection expenses . . . . .	\$50.00	
Directory expenses . . . . .	15.00	
Total—commercial . . . . .	\$65.00	
Total operating expenses . . . . .	\$3,536.00	
Taxes . . . . .	64.08	
Total revenue deductions . . . . .		3,600.08
Net earnings. . . . .		\$364.92

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .	9	1	.....	10
Miles of iron wire installed . . . . .	100	10	.....	110
Service:				
Number of subscribers . . . . .	240	20	.....	260

# TELEPHONE COMPANY OF NOTTINGHAM.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Nottingham, N. H.

## Principal Officers.

President . . . . .	G. W. Tilton . . . . .	S. Lee, N. H., R.F.D.
Clerk . . . . .	E. F. Gerrish . . . . .	S. Lee, N. H., R.F.D.
Treasurer . . . . .	Fred Fernald . . . . .	Nottingham, N. H.
General Manager . . . . .	G. W. Tilton . . . . .	S. Lee, N. H., R.F.D.

## History.

Date of incorporation: January 21, 1907.

Incorporated under the general law of the State of New Hampshire.

## Localities Served.

Nottingham and Lee.

## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	145
Par value of one share . . . . .	\$5.00
Total par value authorized . . . . .	725.00
Total par value outstanding . . . . .	720.00
Dividends:	
Amount declared during year . . . . .	54.00
Rate, $7\frac{1}{2}\%$ .	
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$720.00

## General Balance Sheet.

### Assets.

Cash and current assets:	
Cash . . . . .	\$150.46
Accounts receivable . . . . .	75.00
	<hr/>
	\$225.46
Fixed capital . . . . .	720.00
	<hr/>
Total . . . . .	\$945.46

### Liabilities.

Capital stock . . . . .	\$720.00
Surplus. . . . .	225.46
	<hr/>
Total . . . . .	\$945.46



Fixed Capital.	
Subscribers' station equipment . . . . .	\$300.00
Exchange lines:	
Pole lines . . . . .	186.00
Aerial wire . . . . .	224.00
Tools and vehicles . . . . .	10.00
Total cost of fixed capital . . . . .	\$720.00
Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$189.00
Operating expenses:	
Maintenance—	
Repairs of wire plant and equip-	
ment . . . . .	\$56.12
Miscellaneous . . . . .	1.60
Total operating expenses . . . . .	\$57.72
Taxes . . . . .	8.97
Total revenue deductions . . . . .	66.69
Net income . . . . .	\$122.31
Surplus at beginning of year . . . . .	211.15
Total surplus . . . . .	\$333.46
Net adjustments during year (debit) . . . . .	54.00
Adjusted balance . . . . .	\$279.46
Dividends . . . . .	54.00
Surplus at close of year . . . . .	\$225.46
Wire Plant and Service Data.	
Wire plant:	
Miles of poles installed . . . . .	8
Miles of iron wire installed . . . . .	16
Service:	
Number of subscribers . . . . .	21

# TUFTONBORO TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

Location of Office.  
Melvin Village, N. H.

## Partners.

F. M. Fernald . . . . . Attleboro, Mass.  
G. S. Horner . . . . . Melvin Village, N. H.

## Localities Served.

Melvin Village in the town of Tuftonboro.

## General Balance Sheet.

### Assets.

Cash and current assets:		
Cash . . . . .	\$74.90	
Accounts receivable:		
From system corporations . . . . .	56.57	
From subscribers and agents . . . . .	324.26	
Miscellaneous accounts receivable.	73.68	
		\$529.41
Fixed capital . . . . .		450.00
Total . . . . .		\$979.41

### Liabilities.

Current liabilities:		
Taxes accrued . . . . .	\$13.38	
Interest accrued on unfunded debt (notes) . . . . .	7.50	
Accounts payable:		
Accounts with system corporations . . . . .	325.49	
Miscellaneous accounts payable . . . . .	91.71	
		\$438.08
Capital invested . . . . .		450.00
Surplus. . . . .		91.33
Total . . . . .		\$979.41

Fixed Capital.		
Organization . . . . .		\$30.00
Central office equipment . . . . .		50.00
Subscribers' station equipment . . . . .		65.00
Exchange lines:		
Pole lines . . . . .		190.00
Aerial wire . . . . .		75.00
Office furniture and fixtures . . . . .		5.00
Repair shop equipment . . . . .		35.00
Total cost of fixed capital . . . . .		<u>\$450.00</u>
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$73.68	
Public pay stations . . . . .	107.76	
Attachments and rentals . . . . .	190.50	
Private lines . . . . .	26.00	
Total—exchange . . . . .		\$397.94
Miscellaneous . . . . .		56.57
Total operating revenues . . . . .		<u>\$454.51</u>
Operating expenses:		
Maintenance—		
Repairs of wire plant . . . . .	\$30.00	
Repairs of equipment . . . . .	20.08	
Other expenses . . . . .	112.60	
Total—maintenance . . . . .	\$162.68	
Traffic—		
Miscellaneous . . . . .	\$212.89	
Commercial—		
Promotion expenses . . . . .	\$5.00	
Collection expenses . . . . .	26.00	
Miscellaneous . . . . .	10.63	
Total—commercial . . . . .	\$41.63	
Total operating expenses . . . . .	\$417.20	
Taxes . . . . .	13.38	
Uncollectible bills . . . . .	142.72	
Total revenue deductions . . . . .		573.30
Gross operating loss. . . . .		<u>\$118.79</u>
<i>Carried forward</i>		

<b>Income Account.—<i>Concluded.</i></b>	
Gross operating loss. <i>Brought forward</i>	\$118.79
Interest on unfunded debt . . . . .	7.50
Net loss . . . . .	<u>\$126.29</u>
Surplus at beginning of year . . . . .	217.62
Surplus at close of year . . . . .	<u>\$91.33</u>
<b>Wire Plant and Service Data.</b>	
Wire plant:	
Miles of poles installed . . . . .	4
Miles of iron wire installed . . . . .	8
Service:	
Subscribers—	
Number at beginning of year . . . . .	22
Added during year . . . . .	2
Number at close of year . . . . .	<u>24</u>

# UNION TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

North Barnstead, N. H.

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## Principal Officers.

President . . . . .	Frank J. Holmes .	C'r Barnstead, N. H.
Vice-President . . . . .	Chas. H. Perry .	S. Barnstead, N. H.
Clerk . . . . .	Geo. F. Hall . .	C'r Barnstead, N. H.
Treasurer . . . . .	B. Frank Dow .	N. Barnstead, N. H.
General Manager . . . . .	Frank J. Holmes	C'r Barnstead, N. H.

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## Directors.

Frank J. Holmes . . . . .	Center Barnstead, N. H.
Charles H. Perry . . . . .	South Barnstead, N. H.
George F. Hall . . . . .	Center Barnstead, N. H.
B. Frank Dow . . . . .	North Barnstead, N. H.
Herbert J. Jones. . . . .	Alton, N. H.

Term expires: January 1, 1913.

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## History.

Date of incorporation: May 22, 1903.  
Amended: December 21, 1903; July 1, 1907; May 3, 1909; July 10, 1911; May 22, 1912.  
Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Barnstead, Alton, New Durham, and part of the towns of Farmington, Strafford and Gilmanton.

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## Capital Stock.

Nujber of shares authorized:	
Common stock . . . . .	200
Par value of one share . . . . .	\$25.00
Total par value authorized and outstanding . . . .	5,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	110
Number of stockholders in New Hampshire . . . .	107
Par value of capital stock held in New Hampshire .	\$4,925.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$47.14	
Accounts receivable . . . . .	799.78	
		\$846.92
Materials and supplies . . . . .		325.04
Fixed capital . . . . .		\$8,293.75
Total . . . . .		<u>\$9,465.71</u>
<i>Liabilities.</i>		
Current liabilities:		
Interest accrued on unfunded debt . . . . .	\$22.00	
Bills payable (notes) . . . . .	1,550.00	
Accounts payable . . . . .	201.32	
		\$1,773.32
Capital stock . . . . .		5,000.00
Surplus . . . . .		2,692.39
Total . . . . .		<u>\$9,465.71</u>
<b>Fixed Capital.</b>		
Central office equipment . . . . .		\$243.79
Subscribers' station equipment . . . . .		1,293.60
Exchange lines (pole lines) . . . . .		6,427.06
Toll lines (pole lines) . . . . .		254.80
Tools and vehicles . . . . .		74.50
Total cost of fixed capital . . . . .		<u>\$8,293.75</u>
<b>Income Account.</b>		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$2,646.00	
Public pay stations . . . . .	39.00	
Total—exchange . . . . .		\$2,685.00
Toll—		
Commissions . . . . .		804.37
Total operating revenues . . . . .		<u>\$3,489.37</u>
Operating expenses:		
Maintenance—		
Supplies and labor . . . . .	\$239.00	
Traffic—		
Operators' wages . . . . .	\$699.50	
Office supplies and expenses . . . . .	101.19	
Rentals . . . . .	770.48	
Total—traffic . . . . .	<u>\$1,571.17</u>	
Carried forward	<u>\$1,810.17</u>	<u>\$3,489.37</u>

Income Account.— <i>Concluded.</i>			
Total operating revenues.	<i>Brought forward</i>		\$3,489.37
Operating expenses.	" "	\$1,810.17	
Commercial—			
Collection expenses . . . . .		\$73.79	
Directory expenses . . . . .		22.69	
Total—commercial . . . . .		\$96.48	
General administration—			
Salaries . . . . .		\$85.00	
Total operating expenses . . . . .		\$1,991.65	
Taxes . . . . .		51.26	
Total revenue deductions . . . . .			2,042.91
Net income . . . . .			\$1,446.46
Surplus at beginning of year . . . . .			1,245.93
Surplus at close of year . . . . .			\$2,692.39

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Dise't'd during year.	Close of year.
Wire plant:				
Miles of poles installed . . . . .	43	10	.....	53
Miles of iron wire installed . . . . .	150	56	.....	206
Character of service and number of subscribers:				
Village . . . . .	221	62	8	275
Pay stations . . . . .	6	1	.....	7
Total . . . . .	227	63	8	282

LEON G. VALIA.

Grafton, N. H.

(See Grafton Telephone Company.)

# WAKEFIELD TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Sanbornville, N. H.

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## Principal Officers.

President . . . . .	Edwin Himes . . .	Sanbornville, N. H.
Treasurer . . . . .	John H. Garvin . .	Sanbornville, N. H.
General Manager . . .	A. L. Dow . . . .	Wakefield, N. H.

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## Directors.

Edwin Himes . . . . .	Sanbornville, N. H.
John H. Garvin . . . . .	Sanbornville, N. H.
Abbot L. Dow . . . . .	Wakefield, N. H.
F. J. Leavitt . . . . .	Sanbornville, N. H.

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## History.

Date of incorporation: August 15, 1902.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Wakefield and Brookfield, New Hampshire; Stevens Corner, Maine.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	40
Par value of one share . . . . .	\$25.00
Total par value authorized and outstanding . . . .	1,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	12
Number of stockholders in New Hampshire . . . .	12
Par value of capital stock held in New Hampshire .	\$1,000.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$145.91	
Accounts receivable . . . . .	250.00	
		\$395.91
Fixed capital . . . . .		1,600.00
Total . . . . .		\$1,995.91
<i>Liabilities.</i>		
Capital stock . . . . .		\$1,000.00
Surplus. . . . .		995.91
Total . . . . .		\$1,995.91
Fixed Capital.		
Exchange lines:		
Pole lines }		
Aerial wire }		\$1,600.00
Income Account.		
Operating revenues:		
Subscribers' stations and tolls . . . . .	\$1,972.65	
Public pay stations . . . . .	311.56	
Total operating revenues . . . . .		\$2,284.21
Operating expenses:		
Maintenance . . . . .	\$285.18	
Traffic—		
Operators' wages . . . . .	\$421.65	
Messenger service . . . . .	15.93	
Rentals . . . . .	1,419.72	
Total—traffic . . . . .	\$1,857.30	
Total operating expenses . . . . .	\$2,142.48	
Taxes . . . . .	32.04	
Total revenue deductions . . . . .		2,174.52
Net income . . . . .		\$109.69
<i>Carried forward</i>		

**Income Account.—Concluded.**

Tet income. <i>Brought forward</i>	\$109.69
Surplus at beginning of year . . . . .	850.00
Total surplus . . . . .	\$959.69
Net adjustments during year (credit) . . . . .	36.22
Surplus at close of year . . . . .	\$995.91

**Wire Plant and Service Data.**

Wire plant:	
Metallic circuits.	
Miles of poles installed . . . . .	13
Miles of iron wire installed . . . . .	36
Character of service and number of subscribers:	
Pay stations . . . . .	5
Rural . . . . .	49
Total . . . . .	54

# WASHINGTON & CHERRY VALLEY TELEPHONE COMPANY.

(WALLACE W. DOLE, OWNER.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Washington, N. H.

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## Localities Served.

Hillsborough, Windsor, Washington, Goshen and Newport.

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### General Balance Sheet.

#### *Assets.*

Cash and current assets:

Accounts receivable . . . . .	\$400.00
Materials and supplies . . . . .	40.00
Fixed capital . . . . .	2,600.00

Total . . . . .	\$3,040.00
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#### *Liabilities.*

Capital invested . . . . .	\$2,600.00
Surplus . . . . .	440.00

Total . . . . .	\$3,040.00
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### Fixed Capital.

Subscribers' station equipment . . . . .	\$25.00
Exchange lines:	
Pole lines . . . . .	1,530.00
Aerial wire . . . . .	700.00
Toll lines:	
Pole lines . . . . .	170.00
Aerial wire . . . . .	175.00
Total cost of fixed capital . . . . .	\$2,600.00

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Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$1,524.00
Toll . . . . .	275.00
Total operating revenues . . . . .	\$1,799.00
Operating expenses:	
Maintenance—	
Miscellaneous . . . . .	\$800.00
Traffic—	
Operators wages . . . . .	\$648.00
Commercial—	
Rentals . . . . .	\$300.00
Commissions . . . . .	162.00
Total—commercial . . . . .	\$462.00
Total operating expenses . . . . .	\$1,910.00
Taxes . . . . .	19.22
Total revenue deductions . . . . .	1,929.22
Net loss . . . . .	\$130.22
Surplus at beginning of year . . . . .	570.22
Surplus at close of year . . . . .	\$440.00
Wire Plant and Service Data.	
Wire plant:	
Metallic and grounded circuits.	
Miles of poles installed . . . . .	50
Miles of iron wire installed . . . . .	105
Service:	
Number of subscribers . . . . .	101

# WEARE TELEPHONE COMPANY.

YEAR ENDING MARCH 31, 1912.

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## Location of Office.

Weare Center, N. H.

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## Principal Officers.

President . . . . .	Lindley H. Farr . . . . .	N. Weare, N. H.
Clerk . . . . .	W. S. B. Herbert . . . . .	Weare, N. H.
Treasurer . . . . .	W. S. B. Herbert . . . . .	Weare, N. H.
General Manager . . . . .	W. S. B. Herbert . . . . .	Weare, N. H.

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## Directors.

Wm. W. Eastman . . . . .	S. Weare, N. H.
Lindley H. Farr . . . . .	North Weare, N. H.
W. S. B. Herbert . . . . .	Weare, N. H.
George F. Eastman . . . . .	New Boston, N. H.
Charles E. Eaton . . . . .	East Weare, N. H.

Term expires: April 19, 1913.

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## History.

Date of incorporation: July 19, 1904.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Weare, New Boston, Deering and Hopkinton.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	120
Par value of one share . . . . .	\$25.00
Total par value authorized and outstanding . . . . .	3,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	106
Number of stockholders in New Hampshire . . . . .	106
Par value of capital stock held in New Hampshire . . . . .	\$3,000.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$879.57	
Accounts receivable . . . . .	222.70	
		\$1,102.27
Materials and supplies . . . . .		123.09
Re-acquired securities . . . . .		55.00
Fixed capital . . . . .		5,343.34
Total . . . . .		\$6,623.70

*Liabilities.*

## Current liabilities:

Miscellaneous accounts payable . . . . .	\$112.72
Reserve for depreciation . . . . .	483.63
Capital stock . . . . .	3,000.00
Surplus . . . . .	3,027.35
Total . . . . .	\$6,623.70

## Fixed Capital.

Central office equipment } . . . . .	\$1,357.41
Subscribers' station equipment } . . . . .	
Exchange lines:	
Pole lines } . . . . .	3,985.93
Aerial wire } . . . . .	
Total cost of fixed capital . . . . .	\$5,343.34
Less reserve for depreciation . . . . .	483.63
Total (net) value of fixed capital . . . . .	\$4,859.71

## Income Account.

## Operating revenues:

## Exchange—

Subscribers' stations . . . . .	\$1,959.47
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## Toll—

Company intrastate . . . . .	\$29.67
Foreign commissions . . . . .	183.77

Total—toll . . . . .	213.44
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Total operating revenues . . . . .	\$2,172.91
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*Carried forward*

Income Account.— <i>Concluded.</i>	
Total operating revenues. <i>Brought forward</i>	\$2,172.91
Operating expenses:	
Maintenance—	
Repairs of wire plant and equip- ment	\$397.05
Depreciation of plant and equip- ment	483.63
Miscellaneous	232.96
Total—maintenance	\$1,113.64
Traffic—	
Operators' wages	\$600.00
Commercial—	
Collection expenses	\$87.62
Directory expenses	4.39
Miscellaneous	14.21
Total—commercial	\$106.22
General administration—	
General office salaries	\$114.50
Office supplies and expenses	25.70
Miscellaneous	11.00
Total—general administration	\$151.20
Insurance	\$25.55
Total operating expenses	\$1,996.61
Taxes	83.30
Uncollectible bills	7.59
Total revenue deductions	2,087.50
Gross operating income.	\$85.41
Non-operating revenues:	
Interest	15.00
Gross income	\$100.41
Surplus at beginning of year	2,926.94
Surplus at close of year	\$3,027.35

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed				50
Miles of iron wire installed				200
Character of service and number of sub- scribers:				
Pay stations	1			1
Rural	167	7	13	161
Total	168	7	13	162

# WEST HOPKINTON TELEPHONE COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Contoocook, N. H.

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## Principal Officers.

President . . . . .	C. S. Rowell . . .	Contoocook, N. H.
Clerk . . . . .	W. B. Barton . . .	Contoocook, N. H.
Treasurer . . . . .	Frank C. Carr . . .	W. Hopkinton, N. H.
General Manager . . . . .	C. S. Rowell . . .	Contoocook, N. H.

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## Directors.

C. S. Rowell . . . . .	Contoocook, N. H.
W. B. Barton . . . . .	Contoocook, N. H.
F. H. Carr . . . . .	West Hopkinton, N. H.
J. G. Rice . . . . .	Contoocook, N. H.
O. F. Fuller . . . . .	Hopkinton, N. H.
H. J. Davis . . . . .	Contoocook, N. H.
G. N. Putnam . . . . .	Contoocook, N. H.

Term expires: July, 1912.

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## History.

Date of incorporation: July 31, 1903.

Amended: February 21, 1907; August 27, 1912.

On January 17, 1907, the stock of the Hopkinton Tel. Co. was taken in exchange for stock in West Hopkinton Tel. Co. at par.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Hopkinton, Warner and Webster.

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**Capital Stock.**

## Number of shares authorized:

Common stock . . . . .	160
Par value of one share . . . . .	\$25.00
Total par value authorized . . . . .	4,000.00
Total par value outstanding . . . . .	3,700.00
Dividends:	
Amount declared during year . . . . .	185.00
Rate, 5% . . . . .	
Number of stockholders . . . . .	28
Number of stockholders in New Hampshire . . . . .	27
Par value of capital stock held in New Hampshire . . . . .	\$3,400.00

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**General Balance Sheet.***Assets.*

## Cash and current assets:

Cash . . . . .	\$1,433.00
Materials and supplies . . . . .	137.00
Fixed capital . . . . .	4,200.00
Total . . . . .	\$5,770.00

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*Liabilities.*

Capital stock . . . . .	\$3,700.00
Surplus. . . . .	2,070.00
Total . . . . .	\$5,770.00

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**Fixed Capital.**

Subscribers' station equipment . . . . .	\$1,500.00
Exchange lines:	
Pole lines . . . . .	1,800.00
Aerial wire . . . . .	900.00
Total cost of fixed capital . . . . .	\$4,200.00

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**Income Account.**

## Operating revenues:

## Exchange—

Subscribers' stations . . . . .	\$2,130.82
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## Toll—

Commissions . . . . .	49.68
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Total operating revenues . . . . .	\$2,180.50
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*Carried forward*

Income Account.— <i>Concluded.</i>		
Total operating revenues. <i>Brought forward</i>		\$2,180.50
Operating expenses:		
Maintenance—		
Repairs . . . . .	\$111.77	
Miscellaneous . . . . .	546.26	
Total—maintenance . . . . .	\$658.03	
Traffic—		
Operators' wages . . . . .	\$480.00	
Rentals . . . . .	202.65	
Total—traffic . . . . .	\$682.65	
Commercial—		
Collection expenses . . . . .	\$60.00	
General administration—		
General office supplies . . . . .	\$22.10	
Total operating expenses . . . . .	\$1,422.78	
Taxes . . . . .	64.08	
Total revenue deductions . . . . .		1,486.86
Net income . . . . .		\$693.64
Surplus at beginning of year . . . . .		1,561.36
Total surplus . . . . .		\$2,255.00
Dividends . . . . .		185.00
Surplus at close of year . . . . .		\$2,070.00

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .	35	.....	.....	35
Miles of iron wire installed . . . . .	180	.....	.....	180
Feet of cable installed . . . . .	700	.....	.....	700
Character of service and number of sub- scribers:				
Village . . . . .	2	.....	.....	2
Pay stations . . . . .	1	.....	.....	1
Rural . . . . .	172	25	6	191
Total . . . . .	175	25	6	194

# WHITE MOUNTAIN TELEPHONE AND TELEGRAPH COMPANY.

PLYMOUTH, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Oliver St., Boston, Mass.

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## Principal Officers.

President . . . . .	Allen Hollis . . . . .	Concord, N. H.
Vice-President . . . . .	F. W. Story . . . . .	Boston, Mass.
Clerk . . . . .	Alvin F. Wentworth . . . . .	Plymouth, N. H.
Secretary of Directors . . . . .	E. A. Wilkie . . . . .	Boston, Mass.
Treasurer . . . . .	D. B. Keniston . . . . .	Plymouth, N. H.
Auditor . . . . .	Edmund W. Longley . . . . .	Boston, Mass.
General Manager . . . . .	John Gadd . . . . .	Plymouth, N. H.
Chairman Bd. Directors . . . . .	J. N. Keller . . . . .	Boston, Mass.

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## Directors.

Nelson Bailey . . . . .	Wells River, Vt.
Allen Hollis . . . . .	Concord, N. H.
Ora A. Brown . . . . .	Ashland, N. H.
Henry W. Herbert . . . . .	Rumney, N. H.
Chas. J. Ayer . . . . .	Plymouth, N. H.
John Gadd . . . . .	Plymouth, N. H.
J. N. Keller . . . . .	Surry, N. H.
Matt B. Jones . . . . .	Newton, Mass.
F. A. Houston . . . . .	Concord, Mass.
C. T. Keller . . . . .	Brookline, Mass.
F. W. Story . . . . .	Laconia, N. H.

Term expires: February 4, 1913.

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## History.

Date of incorporation: April 5, 1907.

Incorporated under special law of the State of New Hampshire.

Stock was issued in payment of plant of Pike Telephone Co., Plymouth and Campton Tel. Exchange Co., and the plant of the New England Tel. and Tel. Co., located at Bath and Haverhill, N. H., and Bradford, Groton, Newbury and Ryegate, Vt. The first two named companies are not now doing business and keep no accounts. During the year ending June 30, 1912, stock was issued and cash paid for the property of the Woodsville Tel. Co., and the Bakers River Tel. Co.

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## Localities Served.

Ashland, Bath, Benton, Bridgewater, Campton, Franconia, Groton, Haverhill, Holderness, Landaff, Lincoln, New Hampton, Plymouth, Piermont, Rumney, Thornton, Warren, Wentworth and Woodstock.

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Capital Stock.	
Number of shares authorized:	
Common stock . . . . .	4,920
Preferred stock . . . . .	705
Par value of one share . . . . .	\$25.00
Total par value authorized:	
Common . . . . .	123,000.00
Preferred . . . . .	17,625.00
Total par value outstanding:	
Common . . . . .	100,000.00
Preferred . . . . .	17,625.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	35
Number of stockholders in New Hampshire . . . . .	31
Par value of capital stock held in New Hampshire . . . . .	\$80,025.00

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$40.85
Bills receivable (notes) . . . . .	5,130.10
Accounts receivable:	
From subscribers and agents . . . . .	10,056.34
Miscellaneous accounts receivable . . . . .	317.27
	\$15,544.56
Materials and supplies . . . . .	6,923.19
Fixed capital . . . . .	174,728.26
Construction work in progress . . . . .	2,319.28
Prepayments . . . . .	229.12
Deficit . . . . .	1,627.96
Total . . . . .	\$201,372.37
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$149.34
Interest accrued on unfunded debt . . . . .	83.36
Unearned revenue . . . . .	66.60
Accounts payable:	
Accounts with system corporations . . . . .	23,843.34
Audited vouchers and wages unpaid . . . . .	5,099.62
Miscellaneous accounts payable . . . . .	877.17
Bills payable . . . . .	30,300.00
	\$60,419.43
Reserve for depreciation . . . . .	23,250.94
Optional reserves . . . . .	77.00
Capital stock—common . . . . .	100,000.00
Capital stock—preferred . . . . .	17,625.00
Total . . . . .	\$201,372.37

Fixed Capital.		
Central office equipment	}	
Subscribers' station equipment		
Exchange lines:		
Pole lines		
Aerial wire		
Aerial cable		
Underground conduit		
Underground cable		
Submarine cable		
Right of way		\$173,526.45
Toll lines:		
Pole lines		
Aerial wire		
Aerial cable		
Underground conduit		
Underground cable		
Submarine cable		
Right of way		
Office furniture and fixtures . . . . .		500.22
Tools and vehicles . . . . .		701.59
Total cost of fixed capital . . . . .		\$174,728.26
Less reserve for depreciation . . . . .		23,250.94
Total (net) value of fixed capital . . . . .		\$151,477.32
Income Account.		
Operating revenues:		
Exchange—		
Subscribers' stations . . . . .	\$30,716.85	
Attachments and rentals . . . . .	478.78	
Total—exchange . . . . .		\$31,195.63
Toll—		
Company intrastate . . . . .	\$6,462.36	
Company interstate . . . . .	3,007.82	
Foreign interstate . . . . .	25.08	
Leased lines . . . . .	19.52	
Telegraph commissions . . . . .	61.02	
Messenger service (net) . . . . .	26.29	
Miscellaneous . . . . .	46.75	
Total—toll . . . . .		9,648.84
Total operating revenues . . . . .		\$40,844.47
<i>Carried forward</i>		

Income Account.—Continued.	
Total operating revenues. <i>Brought forward</i>	\$40,844.47
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$712.47
Repairs of equipment	6,043.77
Repairs of buildings and grounds }	
Station removals and changes . .	1,159.89
Depreciation of plant and equip- ment . . . . .	6,732.28
Total—maintenance . . . . .	\$14,648.41
Traffic—	
Operators' wages . . . . .	\$9,075.43
Commercial—	
Directory expenses . . . . .	\$1.50
Miscellaneous . . . . .	315.36
Total—commercial . . . . .	\$316.86
General administration—	
Other general and law expenses . .	\$1,454.79
Wages—	
Commercial and traffic—	
Supervision . . . . .	2,565.88
Clerical . . . . .	1,835.99
Canvassing . . . . .	471.66
Collecting . . . . .	327.52
Miscellaneous . . . . .	699.44
Rent and house service . . . . .	2,141.18
Trav., com'l and traffic. . . . .	597.79
Postage, printing and stationery . .	1,385.41
Privileges and use of property . .	2,446.89
Total—general administration . .	\$13,926.55
Insurance . . . . .	\$342.82
Total operating expenses . . . . .	\$38,310.07
Taxes . . . . .	1,247.26
Uncollectible bills . . . . .	721.79
Total revenue deductions . . . . .	40,279.12
Gross operating income. . . . .	\$565.35
Non-operating revenue:	
Interest revenue . . . . .	251.19
Gross income . . . . .	\$816.54
Deductions from gross income:	
Interest on unfunded debt . . . . .	2,361.37
Net loss . . . . .	\$1,544.83
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Net loss. <i>Brought forward</i>	\$1,544.83
Deficit at beginning of year . . . . .	932.66
Total deficit . . . . .	\$2,477.49
Adjustments during year (credit) . . . . .	849.53
Adjusted balance (deficit) . . . . . (Deficit at close of year.)	\$1,627.96

## Wire Plant Service Data.

	Beginning of year.	Added dur- ing year.	Disc't'd during year.	Close of year.
Wire plant: (New Hampshire)				
Metallic circuits.				
Miles of poles installed . . . . .	259.5	230.3	26.1	463.7
Miles of iron wire installed . . .	1,545.1	1,019.	89.1	2,475.
Miles of copper wire installed . .	262.	59.8	.5	321.3
Feet of cable installed . . . . .	12,679.	5,028.	75.	17,632.
Character of service and number of subscribers: (entire com- pany)				
City or village:				
One party, business . . . . .	16	1,189	451	20
One party, residence . . . . .	11			19
Two party, business . . . . .	1			19
Two party, residence . . . . .	0			17
Six party or more, business . . .	310			375
Six party or more, residence . . .	1,015			1,284
Ten party, business . . . . .	3			0
Ten party, residence . . . . .	10			0
Pay stations . . . . .	26			43
Total local stations . . . . .	1,392			1,777
Rural:				
Rural or farm line:				
Business . . . . .	2	1,189	451	24
Residence . . . . .	0			336
Total rural stations . . . . .	2			360
Total local and rural . . . . .	1,394			2,137
Extension stations, all kinds . . .	60			41
Private branch exchange stations . . . . .	4			18
Official stations . . . . .	9			9
Totals . . . . .	1,467	1,189	451	2,205





# WILTON TELEPHONE COMPANY.

YEAR ENDING DECEMBER 31, 1911.

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## Location of Office.

Main Street, Wilton, N. H.

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## Principal Officers.

President . . . .	George E. Bales . . . .	Wilton, N. H.
Clerk . . . . .	William N. Emerson . . . .	Wilton, N. H.
Treasurer . . . .	William N. Emerson . . . .	Wilton, N. H.
General Manager . .	Henry L. Emerson . . . .	Wilton, N. H.

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## Directors.

George E. Bales . . . . .	Wilton, N. H.
Henry L. Emerson . . . . .	Wilton, N. H.
William I. Durgin . . . . .	Wilton, N. H.
Fred W. Clark . . . . .	Wilton, N. H.
Joshua F. Frye . . . . .	Wilton, N. H.
Term expires: February, 1913. .	

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## History.

Date of incorporation: May 22, 1900.

Amended: August 25, 1900; April 4, 1901; July 3, 1902.

Incorporated under the general law of the State of New Hampshire.

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## Localities Served.

Wilton, Lyndeborough, Temple and Milford.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	100
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . .	10,000.00
Dividends:	
Amount declared during year . . . . .	900.00
Rate, 9%.	
Number of stockholders . . . . .	12
Number of stockholders in New Hampshire . . . .	12
Par value of capital stock held in New Hampshire .	\$10,000.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . . \$362.71

Accounts receivable . . . . . 627.51

\$990.22

Materials and supplies . . . . . 100.00

Fixed capital . . . . . 11,518.23

Total . . . . . \$12,608.45

*Liabilities.*

## Current liabilities:

Accounts payable . . . . . \$299.11

Capital stock . . . . . 10,000.00

Surplus . . . . . 2,309.34

Total . . . . . \$12,608.45

## Fixed Capital.

Central office equipment . . . . . \$250.00

Subscribers' station equipment . . . . . 2,000.00

## Exchange lines:

Poles lines } . . . . . 9,268.23

Aerial wire } . . . . .

Total cost of fixed capital . . . . . \$11,518.23

## Income Account.

## Operating revenues:

## Exchange—

Subscribers' stations } . . . . . \$3,081.74

Public pay stations } . . . . .

## Toll—

Commissions . . . . . 615.66

Total operating revenues . . . . . \$3,697.40

## Operating expenses:

## Maintenance—

Repairs of wire plant } . . . . . \$738.84

Repairs of equipment } . . . . .

Total—maintenance . . . . . \$738.84 \$3,697.40

*Carried forward*

Income Account.— <i>Concluded.</i>		
Total operating revenues. <i>Brought forward</i>		\$3,697.40
Operating expenses.                   “       “	\$738.84	
Traffic—		
Operators' wages . . . . .	\$774.20	
Office supplies and expenses . . . . .	150.00	
Miscellaneous . . . . .	158.05	
Total—traffic . . . . .	\$1,082.25	
General administration—		
Office salaries . . . . .	\$28.00	
Law expenses . . . . .	10.00	
Total—general administration . . . . .	\$38.00	
Insurance . . . . .	\$26.97	
Total operating expenses . . . . .	\$1,886.06	
Taxes . . . . .	192.24	
Uncollectible bills . . . . .	5.09	
Total revenue deductions . . . . .		2,083.39
Net income . . . . .		\$1,614.01
Surplus at beginning of year . . . . .		1,595.33
Total surplus . . . . .		\$3,209.34
Dividends . . . . .		900.00
Surplus at close of year . . . . .		\$2,309.34

## Wire Plant and Service Data.

	Begin- ning of year.	Added during year.	Disc't'd during year.	Close of year.
Wire plant:				
Metallic circuits.				
Miles of poles installed . . . . .	39	1	.....	40
Miles of iron wire installed . . . . .	.....	2	.....	.....
Service:				
Number of subscribers . . . . .	.....	.....	.....	178

# WINNEPESAUKEE TELEPHONE COMPANY.

LACONIA, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

50 Oliver Street, Boston, Mass.

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## Principal Officers.

President . . . . .	F. W. Story . . . . .	Boston, Mass.
Vice-President . . . . .	C. W. Vaughan . . . . .	Laconia, N. H.
Clerk . . . . .	S. S. Jewett . . . . .	Laconia, N. H.
Treasurer . . . . .	E. S. Willard . . . . .	Boston, Mass.
Auditor . . . . .	E. W. Longley . . . . .	Boston, Mass.
General Manager . . . . .	Henry T. Turner . . . . .	Laconia, N. H.
Sec'y. of B'd. of Directors	E. A. Wilkie . . . . .	Boston, Mass.

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## Directors.

J. N. Keller . . . . .	Surry, N. H.
M. B. Jones . . . . .	Newton, Mass.
F. A. Houston . . . . .	Concord, Mass.
C. T. Keller . . . . .	Brookline, Mass.
F. W. Story . . . . .	Laconia, N. H.
Wm. F. Knight . . . . .	Laconia, N. H.
John B. Morrill . . . . .	Laconia, N. H.
Chas. W. Vaughan . . . . .	Laconia, N. H.
Chas. W. Adams . . . . .	Franklin, N. H.

Term expires: June 16, 1913.

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## History.

Date of incorporation: March 22, 1909.

Incorporated under the general law of the State of New Hampshire.

Stock was issued in payment of plant of New England Telephone and Telegraph Company located at Alexandria, Alton, Andover, Barnstead, Belmont, Bristol, Canterbury, Center Harbor, Danbury, Franklin, Gilmanton, Gilford, Hebron, Hill, Laconia, Loudon, Meredith, Moultonborough, New Durham, New Hampton, Northfield, Salisbury, Sanbornton, Sandwich, Tamworth, Tilton and Wilmot, N. H., and in 1911 cash was paid for plant of B. I. White (Bristol Telephone Co.) located at Alexandria, Bridgewater, Bristol, Hebron and New Hampton, N. H.

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### Localities Served.

Alton, Alexandria, Andover, Belmont, Bridgewater, Bristol, Center Harbor, Danbury, Franklin, Gilmanton, Gilford, Hebron, Hill, Laconia, Loudon, Moultonborough, New Hampton, Northfield, Salisbury, Sandwich, Sanbornton, Tilton, Webster and Wilnot.

Capital Stock.		
Number of shares authorized:		
Common stock . . . . .		8,000
Par value of one share . . . . .		\$25.00
Total par value authorized and outstanding . . . .		200,000.00
Dividends:		
Amount declared during year . . . . .		None
Number of stockholders . . . . .		14
Number of stockholders in New Hampshire . . . .		8
Par value of capital stock held in New Hampshire .		\$50,350.00
General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Accounts receivable:		
From subscribers and agents . . . . .	\$7,486.69	
Miscellaneous accounts receivable . . . . .	6,434.65	
		\$13,921.34
Materials and supplies . . . . .		6,315.15
Investments . . . . .		125.00
Fixed capital . . . . .		218,718.42
Construction work in progress . . . . .		7,992.99
Prepayments . . . . .		227.37
Total . . . . .		\$247,300.27
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$1,282.50	
Unearned revenue . . . . .	27.00	
Accounts payable:		
Accounts with system corporations . . . . .	22,582.84	
Audited vouchers and wages unpaid . . . . .	38.01	
Miscellaneous accounts payable . . . . .	701.84	
Bills payable . . . . .	3,103.44	
		\$27,735.63
Reserve for depreciation . . . . .		16,305.09
Optional reserves . . . . .		97.70
Capital stock . . . . .		200,000.00
Surplus . . . . .		3,161.85
Total . . . . .		\$247,300.27

Investments.	
Laconia Hotel Company:	
Stock:	
Par value . . . . .	\$500.00
Amount paid (first installment) . . . . .	125.00
Payment carried on books at . . . . .	125.00
Income accrued during year . . . . .	None
Fixed Capital.	
Central office equipment	\$215,439.04
Subscribers' station equipment	
Exchange lines:	
Pole lines	
Aerial wire	
Aerial cable	
Underground conduit	
Underground cable	
Submarine cable	
Right of way	
Toll lines:	
Pole lines	
Aerial wire	
Aerial cable	
Underground conduit	
Underground cable	
Submarine cable	
Right of way	
Office furniture and fixtures . . . . .	1,556.72
Tools and vehicles . . . . .	1,722.66
Total cost of fixed capital . . . . .	\$218,718.42
Less reserve for depreciation . . . . .	16,305.09
Total (net) value of fixed capital . . . . .	\$202,413.33
Income Account.	
Operating revenues:	
Exchange—	
Subscribers' stations . . . . .	\$36,854.22
Public pay stations . . . . .	310.75
Attachments and rentals . . . . .	2,158.78
Private lines . . . . .	9.70
Total—exchange . . . . .	\$39,333.45
Toll—	
Company intrastate tolls . . . . .	\$5,970.07
Company interstate tolls . . . . .	2,719.29
Foreign interstate tolls . . . . .	164.53
Attachments and rentals . . . . .	330.48
Telegraph commissions . . . . .	46.07
Messenger service (net) . . . . .	19.38
Miscellaneous . . . . .	26
Total—toll . . . . .	9,250.08
Total operating revenues . . . . .	\$48,583.53
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Total operating revenues. <i>Brought forward</i>	\$48,583.53
Operating expenses:	
Maintenance—	
Supervision . . . . .	\$363.77
Repairs of wire plant	9,738.66
Repairs of equipment	
Repairs of buildings and grounds	
Station removals and changes . .	1,289.01
Depreciation of plant and equip- ment . . . . .	5,010.00
Total—maintenance . . . . .	<u>\$16,401.44</u>
Traffic—	
Operators' wages . . . . .	<u>\$11,589.59</u>
Commercial—	
Directory expenses . . . . .	\$63.07
Other commercial and traffic ex- penses . . . . .	892.65
Total—commercial . . . . .	<u>\$955.72</u>
General administration—	
General and law expenses . . . .	\$332.29
Wages—	
Commercial and traffic—	
Supervision . . . . .	1,043.65
Clerical . . . . .	1,938.58
Canvassing . . . . .	1,366.56
Collecting . . . . .	298.77
Miscellaneous . . . . .	10.03
Rent and house service . . . . .	2,087.47
Trav., com'l and traffic . . . . .	1,505.18
Postage, printing and stationery .	1,629.38
Rights, privileges and use of property . . . . .	3,659.85
Total—general administration . .	<u>\$13,871.76</u>
Insurance . . . . .	\$332.85
Total operating expenses . . . .	<u>\$43,151.36</u>
Taxes . . . . .	2,525.72
Uncollectible bills . . . . .	480.38
Total revenue deductions . . . . .	<u>46,157.46</u>
Gross income . . . . .	<u>\$2,426.07</u>
Deductions from gross income:	
Interest on unfunded debt . . . .	1,048.67
Net income . . . . .	<u>\$1,377.40</u>
Deficit at beginning of year . . . .	77.19
Total surplus . . . . .	<u>\$1,300.21</u>
Net adjustments during year (credit)	1,861.64
Adjusted balance . . . . .	<u>\$3,161.85</u>
(Surplus at close of year.)	

## Wire Plant and Service Data.

	Beginning of year.	Added dur- ing year.	Dis'e't'd during year.	Close of year.
Wire plant: New Hampshire.				
Metalic circuits.				
Miles of poles installed.	230.7	42.2	1.3	271.6
Miles of iron wire installed.	1,617.5	202.8	9.	1,811.3
Miles of copper wire installed.	1,515.77	224.73	45.7	1,694.8
Feet of cable installed.	95,871.	6,734.	3,092	99,513
Character of service and number of subscribers: (entire company)				
City or village:				
One party, business.	25	636	532	33
One party, residence.	11			14
Two party, business.	68			68
Two party, residence.	84			87
Six party, business.	357			356
Six party, residence.	1,138			1,149
Pay stations.	68			70
Total local stations.	1,751			1,777
Rural:				
Rural or farm line, business.	22	636	532	17
residence.	416			497
Total rural stations.	438			514
Total local and rural.	2,189			2,291
Extension stations, all kinds.	87			88
Private branch exchange stations.	23			24
Official stations.	16			16
Totals.	2,315	636	532	2,419

## Central Office Data.

EXCHANGE.	Switch- board Magneto.	LINES CONNECTED.				Ultimate capacity of lines.
		Local.	Rural.	Toll.	Total.	
Belmont.	1	7	10	4	21	100
Bristol.	1	38	5	1	44	300
Franklin.	1	215	15	16	246	900
Laconia.	1	377	15	40	432	1,500
Tilton.	1	63	1	6	70	200
Total.	5	700	46	67	813	3,000



## TELEPHONE UTILITY STATISTICS.

NAME OF UTILITY.	Capital stock outstanding.	Funded debt outstanding.	Fixed capital.	Cash and current assets, excluding materials and supplies.	Current liabilities.	Gross income of the utility.	Total deductions, including operating expenses.	Net income.	Deficit.	Div. %
Ammonoosuc Telephone Co.....	\$1,125.00	.....	\$1,125.00	\$170.07	\$127.28	\$332.17	\$256.85	\$75.32	.....	.....
Bakie-Currier Telephone Line.....	150.00	.....	150.00	.....	.....	2.56	2.56	.....	.....	.....
Barrington & Stratford Telephone Co.....	200.00	.....	200.00	.....	.....	1,400.00	800.00	600.00	.....	.....
Bradford Tel. & Tel. Co.....	6,225.00	.....	6,000.00	200.00	.....	378.50	1,583.21	.....	\$1,204.71	.....
Berlin Mills Telephone Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boyce Line Telephone.....	100.00	.....	100.00	.....	.....	.....	.....	.....	.....	.....
Canterbury and Boscaawen Tel. Co.....	4,025.00	.....	7,161.60	478.67	2,379.83	1,624.24	943.09	680.55	.....	b
Chester & Derry Tel. & Tel. Co.....	1,500.00	.....	1,663.80	124.25	102.19	684.00	637.51	49.49	.....	.....
Chichester Tel. Co.....	2,100.00	.....	2,100.00	878.50	126.00	1,222.96	1,169.25	58.71	.....	6
Citizen's Telephone Co.....	100,000.00	.....	116,835.68	4,245.16	4,600.00	26,796.74	19,942.03	6,854.71	.....	4
Colby & Downing.....	65.00	.....	65.00	.....	.....	.....	.....	.....	.....	.....
Cold River Telephone Co.....	1,650.00	.....	1,501.50	948.79	172.00	637.00	472.00	165.00	.....	c
Contoosook Valley Tel. Co.....	1,817.00	.....	2,000.00	375.00	598.00	5,800.00	4,514.00	1,286.00	.....	.....
Coos Telephone Co.....	153,000.00	.....	203,772.32	13,934.28	40,513.63	73,807.18	63,145.18	10,662.00	.....	7
Cornish Flat Tel. Co.....	435.00	.....	428.07	4.08	.....	41.98	44.83	.....	2.85	.....
Dunbarton Tel. Co.....	1,800.00	.....	3,438.40	484.36	895.00	917.10	707.34	209.76	.....	.....
Errol Hill Tel. Co.....	550.00	.....	545.00	40.00	40.00	36.38	13.12	23.26	.....	.....
Etna Tel. Co.....	500.00	.....	550.00	123.65	625.73	468.40	456.09	12.31	.....	.....
Etna and Hanover Ctr. Tel. Co.....	1,100.00	.....	600.00	43.00	.....	245.00	202.00	43.00	.....	.....
Fairlee Tel. Co.....	4,000.00	.....	10,000.00	650.00	6,000.00	2,500.00	2,457.52	42.48	.....	.....
Fairlee & Westworth Tel. Co.....	600.00	.....	600.00	88.06	.....	105.57	88.67	16.90	.....	.....
Fairmount Tel. Co.....	205.00	.....	150.00	105.00	65.00	353.14	298.58	54.56	.....	.....
Grafton Tel. Co.....	260.74	.....	260.74	.....	.....	31.62	15.46	16.16	.....	.....
Henniker Tel. Co.....	6,500.00	.....	6,110.00	654.84	105.43	1,815.55	1,461.13	354.42	.....	5
Hollis Tel. Co.....	3,200.00	.....	3,000.00	250.00	100.00	2,100.00	1,162.04	937.96	.....	.....
Hudson Ctr. & West Windham Tel. Co.....	1,000.00	.....	1,000.00	75.62	250.00	560.00	470.38	89.62	.....	.....
Indian Pond Tel. Co.....	100.00	.....	100.00	.....	.....	36.00	32.00	4.00	.....	.....
Jefferson Tel. Co.....	1,000.00	.....	2,735.00	777.33	815.00	1,527.41	776.35	751.06	.....	.....
Kearsarge Tel. Co.....	11,850.00	.....	14,521.00	2,012.44	3,042.69	5,548.61	5,281.17	267.44	.....	.....
Lake Morey Tel. & Tel. Co.....	2,060.00	.....	2,060.00	342.05	800.00	1,092.58	1,177.01	.....	84.43	.....
Lempster Tel. Co.....	1,450.00	.....	1,000.00	500.00	150.00	773.00	369.00	404.00	.....	.....
Lyme Peoples' Tel. Co.....	810.00	.....	1,300.00	439.74	262.71	630.64	499.76	130.88	.....	.....

Madison Local Tel. Co.	675.00	1,025.63	333.06	178.90	1,109.83	954.39	155.44	.
Magalloway Valley Tel. Co.	410.00	400.00	.....	15.00	.....	.....	.....	.
Martin, Leon H.	75.00	75.00	.....	.....	41.00	5.00	36.00	.
Mascoma Valley Tel. Co.	36,000.00	40,181.74	8,071.46	1,699.50	15,953.64	12,192.70	3,760.94	7
Meredith Tel. Co.	1,000.00	11,226.61	1,545.10	11,442.83	5,674.53	5,471.10	203.43	6
Meriden Tel. Co.	1,000.00	1,247.00	23.00	.....	764.00	375.38	388.62	.
Merrill, Charles H.	500.00	500.00	.....	.....	8.00	56.32	48.32	.
Merrimack County Tel. Co.	3,625.00	5,086.00	269.92	1,596.26	1,383.61	1,583.28	199.67	.
Morse, N. J.	24.00	24.00	.....	.....	9.00	.....	.....	.
New Boston and Francestown Tel. Co., The	1,000.00	1,760.00	221.30	209.76	438.96	389.62	9.34	.
New England Tel. & Tel. Co.	39,178,100.00	46,803,229.22	6,209,843.97	5,116,616.55	14,551,611.72	11,407,637.68	3,143,974.04	7
North Conway & Jackson Tel. Co.	5,000.00	6,538.71	1,699.70	4,891.39	2,688.00	1,817.17	870.83	5
Ossipee Valley Tel. & Tel. Co.	10,000	100,896.62	6,334.04	38,153.48	25,070.27	24,198.16	872.11	.
Passumpsic Tel. Co.	267,125.00	312,799.50	15,997.32	57,673.40	81,384.03	78,146.92	3,787.11	e
Pelham Association.	.....	.....	3.34	.....	.....	296.06	3.34	.
Piermont Tel. Co.	3,260.98	3,000.00	210.98	.....	1,349.00	1,213.45	135.55	.
Pine River Tel. Co.	600.00	1,033.54	415.15	642.11	228.00	183.04	44.96	.
Sandown Tel. Co.	7,000.00	7,756.53	837.50	.....	342.17	220.70	121.47	.
Sandwich Local Tel. Co.	.....	.....	.....	.....	2,875.90	2,246.05	629.85	6
Standards Tel. Co.	.....	.....	.....	.....	.....	.....	.....	.
Southern Coos Tel. Co.	4,575.00	6,962.00	260.97	2,048.36	1,236.06	1,202.45	33.61	.
Sugar River Valley Tel. Co.	1,535.00	552.76	552.76	515.64	1,385.37	1,149.50	235.87	5
Sunapee Tel. Co.	3,400.00	2,500.00	1,200.00	650.00	3,965.00	3,600.08	364.92	.
Telephone Company of Nottingham.	720.00	720.00	225.46	.....	189.00	66.69	122.31	7 1/2
Tuftonboro Tel. Co.	450.00	450.00	529.41	438.08	454.51	580.80	126.29	.
Union Tel. Co.	5,000.00	8,293.75	846.92	1,773.32	3,489.37	2,032.91	1,446.46	.
Wakefield Tel. Co.	1,000.00	1,000.00	395.91	.....	2,284.21	2,174.52	109.69	.
Washington & Cherry Valley Tel. Co.	2,600.00	2,600.00	4,000.00	1,102.27	1,799.00	1,929.22	130.22	.
Wearse Tel. Co.	3,000.00	5,343.34	1,102.27	112.72	2,187.91	2,087.50	100.41	.
West Hopkinton Tel. Co.	3,107.00	4,200.00	1,433.00	.....	1,486.56	1,486.86	693.64	5
White Mountain Tel. & Tel. Co.	117,625.00	174,728.26	15,544.56	60,419.43	41,095.66	42,640.49	1,544.83	.
Wilton Tel. Co.	10,000.00	11,518.23	900.22	290.11	3,697.40	2,083.39	1,614.01	9
Winnepusaukee Tel. Co.	200,000.00	218,718.42	13,921.34	27,735.63	48,583.53	47,206.13	1,377.40	.
\$40,222,452.72	\$2,515,000	\$48,128,252.21	\$6,310,453.54	\$5,389,481.96	\$14,935,797.51	\$11,754,216.89	\$3,184,921.94	32

\* Capital invested. † In construction.  
‡ Utility operated in connection with other business. a Dividends amounting to \$82.12 paid during the year. b Paid dividends at rate of 6% on \$33,100. c Paid dividends at rate of 10% on \$1,350. d Common capital stock, \$3,750. e Common capital stock, \$150,875; dividends paid: none. Preferred capital stock, \$116,250; dividends paid: \$5,118.75 (43% on \$75,000, 1½% on \$116,250). f Common capital stock, \$100,000; preferred capital stock, \$17,625.

o Paid dividends at rate of 6% on dividends paid: none. Preferred

the year.  
ack, \$150,87  
ack, \$17,625

to \$82.12 paid during the year.  
Common capital  
preferred capital

lends amount  
stock, \$43,750.  
stock, \$100,0

business. a Dis-  
ferred capital  
Common capi-

n with other  
ock, \$9,625;  
n \$116,250).

ated in connection with common capital \$75,000, 1½%

‡ Utility of  
n \$1,350. d  
118.75 (4½%)

in construction  
at rate of 10%  
dividends paid:

Invested.  
Paid dividend  
check, \$116,250;

\* Capital \$3,100.

## Rates.

The following table shows the rates charged by the several telephone utilities on April 1, 1913.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Ammonoosuc Telephone Co. (Stark.)	.....	\$15.00#	.....	\$15.00	\$0.15*	#Desk sets, \$2.00 additional. *To stations on this line and Grove-ton.
Barrington & Strafford Telephone Co. (Strafford Corner.)	.....	.....	.....	.....	.....	Farmers' line; rent of instrument, \$2.25, and switch charge, \$1.00 per year. Expense of operation, by subscription.
Berlin Mills Co. Telephone line. (404 Commercial St., Portland, Maine.)	.....	.....	.....	.....	.15# .20# .25#	#According to distance. Connects with Coos Tel. & Tel. Co., and Maine Tel. & Tel. Co.
Bradford Telephone and Telegraph Co. (Bradford, Vt.)	.....	12.00	.....	18.00	.....	
Canterbury & Boscawen Telephone Co. (Canterbury.)	.....	15.00#	.....	15.00#	.10	#Second telephone, \$9.00. Connects with Citizens' Tel. Co., free exchange.

Chester & Derry Telephone & Telegraph Co. .... (Chester.)	18.00	6.00# 12.00#	18.00	6.00# 12.00#	0.10	#\$6.00 per year, farmers' line, twelve or more subscribers; \$12.00 per year, three party line. Connects with N. E. Tel. & Tel. Co.
	.....	15.00	.....	15.00	#	#No toll charge. Connects with N. E. Tel. & Tel. Co.
Chichester Telephone Co. .... (Chichester.)	21.00	18.00#	24.00	21.00#	.....	Payable monthly. Discount of 25c. per station if paid before the 15th of the following month. #Combination rates: 2 telephones, \$30.00 per year, net; 3 telephones, \$40.00 per year, net. Extension sets, \$6.00 per year, net. Connects with Canterbury & Bos- cawen Tel. Co., free; also with White Mountain Tel. & Tel. Co. to Ash- land, free, with toll to all other points of said company.
Cold River Telephone Co. .... (Chatham.)	.....	12.00#	.....	12.00#	.10	#Payable monthly. Connects with Independent Tel. & Tel. Co. at Lovell, Me.
Contoocook Valley Telephone Co. .... (Hillsborough.)	27.00	18.00#	33.00	21.00#	.....	#Two party line; Res. \$21.00, Bus. \$27.00. No toll rate. Connects with Wash- ington & Cherry Valley Tel. Co.

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.					Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.				
	Special line.	Party line.	Special line.	Party line.	Party line.		
Coos Telephone Co. .... (50 Oliver St., Boston, Mass.)	\$30.00 (1) 33.00 (2) 39.00 (3)	\$21.00 (1) 21.00 (2) 28.00 (3)	\$36.00 (1) 39.00 (2) 45.00 (3)	\$24.00 (1) 24.00 (2) 30.00 (3)	\$0.05 .10	Exchange rates apply to service within one mile of central office for business stations, and two miles for residence stations. Mileage is charged beyond these limits. All rates are yearly unless otherwise specified. (1) Exchange rates in effect in Bethlehem, Gorham, Lisbon, Littleton, Milan, Whitefield; with two party line, res. \$24, bus. \$28. (2) In effect in Berlin, Colebrook, Groveton, Lancaster, No. Stratford, W. Stewartstown; with two party line, res. \$28, bus. \$33. (1) and (2); these party line rates apply to fifteen or more party line, and also to six or more party line, except in Berlin where the six party line rate is \$28. (3) Rate for combined exchanges in Colebrook, Groveton, Lancaster, No. Stratford, W. Stewartstown; with two party	

line rates, res. \$33, bus. \$39. A single rate applies to Colebrook and No. Stratford; W. Stewartstown has Colebrook and No. Stratford free. A single rate applies to Groveton and Lancaster, also to Bethlehem and Littleton. The corresponding joint rates for Berlin and Gorham are \$36, \$28, \$42, \$31, and two party line rate, res. \$30, bus. \$36, and for Lisbon and Woodsville, \$33, \$24, \$39, \$27, and two party line rates, res. \$27, bus. \$31.

# Discounts.

Discount at the rate of twenty-five cents per month per station if paid at the office of the company on or before the 20th of the month.

# Additional Service.

Extension sets: reg. type, \$6; 130A, res. only, \$5. Rural service plan No. 2, res. \$6.60, bus. \$8.40 prepaid. 50% is added for use by second party, limit \$50 per year. Additional listings \$3 per year. Extra mileage charge for each  $\frac{1}{4}$  mile and fraction thereof beyond the limit of

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Coos Telephone Co. (Continued)						<p>one mile for bus., and two miles for res.: special line \$2.50, two-party line \$1.00, six or more party line \$.50, fifteen or more party farm line \$.50 beyond six miles from central office.</p> <p>Allowance for Absence.</p> <p>Any subscriber, except farmers' line subscribers, whose contract for one year has expired and who requests disconnection of instrument on account of absence will be allowed a discount of 50% of the rental for the period of such absence, not to exceed five months in any one year.</p> <p>Short Term Service.</p> <p>Three months, special line, res. and bus., \$18; two or more party line, \$14, limit one mile from central</p>

station, with added charge per  $\frac{1}{4}$  mile or fraction thereof, \$.84 for special line and \$.34 for two or more party line.

"Day to Day" Service.

\$5.00 for first week, \$2 for each succeeding week, with charge for installation, discontinuation, and 20% of the value of any material used. When the total charge equals "short term" rate, it is treated as a regular short term service.

Miscellaneous Equipment.

Receiving station . . . . .	\$25.00
Mileage at special line rates.	
Extension bell . . . . .	1.50
Extra hand generator . . . . .	1.50
Extra hand telephone . . . . .	2.00
Extra head telephone . . . . .	2.50
Key equipment with subscribers' main and extension sets . . . . .	2.00

Private Branch Exchange Rates.

Service furnished either on one year basis, the subscriber bearing expense of installation, or on five year basis, the company owning and maintaining all wiring and apparatus.

(Continued)



## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Coos Telephone Co. (Concluded)						<p><i>Unlimited service.</i> The trunk line charge is same as the special line charge for <i>that exchange</i>, to which is added \$24 for switchboard, including one operator's set, and \$7.50 for each station under one year contract, and \$9 under five year contract.</p> <p><i>Measured service.</i> Trunk line, \$24, short term, \$12; emergency trunk line and station, \$5; switchboard, operator's set and 2500 calls, \$75 for one year or five year contract; stations, each, \$4.50 for one year, and \$6.00 for five year contract.</p> <p><i>Toll systems.</i> Department store: Trunk line, \$27; stations, \$6 each, minimum 50 stations. Hotel, five months; Trunk line without charge, stations for season, \$5 per station, minimum 50 stations—\$4 above 50 stations; \$3.50 per station, minimum 50 stations, subscriber to in-</p>

Dunbarton Telephone Co. .... (Dunbarton.)	.....	\$10.00	.....	\$10.00	.....	No toll charge. Connects with N. E. Tel. & Tel. Co.
	.....	.....	.....	.....	.....	Expenses paid by assessment.
	.....	.....	.....	.....	\$0.10	Connects with Androscoggin Lakes Tel. Co., and Upton & Grafton Tel. Co.
	.....	10.00	.....	10.00	.10	Connects with Lyme Peoples Tel. Co., and Norwich, Vt., Tel. line.
Etna Telephone Co. .... (Etna.)	.....	10.00	.....	.....	.....	Connects with Mascoma Valley Tel. Co.
	.....	15.00	.....	15.00	.10	
Etna & Hanover Center Tele- phone Co. .... (Hanover Center.)	.....	.....	.....	.....	.....	
	.....	.....	.....	.....	.....	

(Continued)

stall and own cable and wiring, all stations.

Trunk line charges, except short term, subject to twenty-five cents per month discount if paid on or before the 20th of the month.

Auxiliary equipment, toll rates, rates to municipalities, for forestry service, and to commercial telegraph companies, same as N. E. Tel. & Tel. Co.

Connects with Appalachian Mountain Club, Dartmouth College, Jefferson Telephone Co., and N. E. Tel. & Tel. Co.

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Fairlee Telephone Co. . . . . (Fairlee, Vt.)	\$30.00#	\$15.00#	\$30.00#	\$18.00#	\$.05* .10 .15	#Payable monthly. Two-party line, \$2 per month. *Tolls, 5¢ for five miles, 10¢ for ten miles, 15¢ for fifteen miles. Connects with N. E. Tel. & Tel. Co.
Fairlee and Wentworth Telephone Co. . . . . (Wentworth.)	.....	12.00	.....	12.00	.....	
Fairmount Telephone Co. . . . . (Leighton's Corner.)	.....	15.00	.....	15.00	.10	Connects with Ossipee Valley Tel. & Tel. Co., and Wakefield Tel. Co.
Grafton Telephone Co. . . . . (Grafton.)	.....	8.00	.....	8.00	.10	
Henniker Telephone Co. . . . . (Henniker.)	.....	12.00#	.....	12.00#	.10	#Second instrument, \$6 per year. Connects with West Hopkinton Tel. Co.
Hollis Telephone Co. . . . . (Hollis.)	27.00	18.00	33.00	18.00	.05	Connects with N. E. Tel. & Tel. Co.

Hudson Center & West Wind- ham Telephone Co. .... (West Windham.)	14.00	.....	14.00	.....	Connects with Hudson Center Tel. Co.
Jefferson Telephone Co. .... (Jefferson.)	15.00#	.....	15.00#	.10	#\$2.00 additional for desk sets. Summer rate \$18. Connects with Coos Tel. Co.
Kearsarge Telephone Co. .... (Salisbury.)	16.80# 18.00*	.....	16.80# 18.00*	.10 .10	#Subscribers connected with Salis- bury exchange. Payable monthly. 10¢ per month additional for desk sets. Second wall set, 60¢ per month. *Subscribers connected with New London exchange. Payable monthly. \$1 per month additional for second instrument. For both exchanges, short term rates for three months or more, 15% added to regular monthly rates with actual cost of installation. Connects with Sunapee Tel. Co., and N. E. Tel. & Tel. Co.
Lempster Telephone Co. .... (Lempster.)	12.00	.....	12.00	.....	Farmers' line. Connects with N. E. Tel. & Tel. Co.
Lyme Peoples Telephone Co. .... (Lyme.)	9.00	.....	9.00	.10	Connects with Etna Tel. Co., and Lake Morey Tel. & Tel. Co.
Madison Local Telephone Co. .... (Madison.)	14.50#	.....	14.50#	.....	#Desk sets, \$1.50 per year addi- tional. Additional charge according to distance from central office.

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Mascoma Valley Telephone Co (50 Oliver St., Boston, Mass.)	\$27.00	\$21.00 #	\$36.00	\$24.00 #	.....	#Six or more party line rates in effect in Canaan, Enfield and Lebanon exchanges, with two-party line, \$3 additional. Discounts, additional service, allowance for absence, short-term service, "Day to Day" service, miscellaneous equipment, private branch exchange service, same as Coos Tel. Co. Auxiliary equipment, toll rates, rates to municipalities, for state forestry service, and rates to commercial telegraph companies, same as N. E. Tel. & Tel. Co. Connects with Meriden Tel. Co., and N. E. Tel. & Tel. Co.
Meredith Telephone Co..... (50 Oliver St., Boston, (Mass.)	30.00	18.00 #	33.00	21.00 #		#These rates apply to the combined exchanges at Center Harbor and Meredith. Two-party lines, res. \$24, and bus., \$28. For free Laconia, \$3 is added to each rate.

	24.00	15.00 #	24.00	15.00 #	.10*	Discounts, additional service, allowance for absence, short-term and "Day to Day" service, miscellaneous equipment, private branch exchange service, same as Coos Tel. Co. Auxiliary equipment, toll rates, rates to municipalities, for state forestry service, and rates to commercial telephone companies, same as N. E. Tel. & Tel. Co. Connects with Winnepesaukee Telephone Co.
Meriden Telephone Co. . . . . (Meriden.)	24.00	15.00 #	24.00	15.00 #	.10*	#Six-party line. Bills payable monthly. Three-party line, \$1.50 per month. "Farmer" lines, \$1.00 per month. *Toll rate to Cornish Flat. Connects with Mascoma Valley Tel. Co.
Merrimack County Telephone Co. . . . . (Warner.)	.....	18.00	.....	21.00	.05	Connects with N. E. Tel. & Tel. Co.
New Boston & Francetown Telephone Co. . . . . (Francetown.)	.....	16.80	.....	16.80	.05	Connects with N. E. Tel. & Tel. Co.
New England Tel. & Tel. Co. . . (50 Oliver St., Boston, Mass.)	24.00 (1) 27.00 (2) 27.00 (3) 27.00 (4) 30.00 (5)	18.00 (1) 18.00 (2) 18.00 (3) 18.00 (4) 21.00 (5)	33.00 (1) 36.00 (2) 39.00 (3) 42.00 (4) 51.00 (5)	21.00 (1) 25.00 (2) 25.00 (3) 27.00 (4)	.05 .10	Rates are yearly except as otherwise specified. These exchange rates apply to service within one mile of central office for business, and two miles for residence stations,

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Continued)						and mileage is charged beyond these limits. Mileage for 15 party farm lines, beyond 6 miles, with 9 mile limit from central office. (1) Exchange rates in effect in Alstead, Barrington, Bedford, Candia, Charlestown, Chichester, Deerfield, Derry, Dublin, E. Jaffrey, E. Sullivan, Epping, Farmington, Fitzwilliam, Gilsun, Goffstown, Greenfield, Greenville, Hampstead, Hampton, Hancock, Hanover, Harrisville, Hinsdale, Kingston, Marlboro, Merrimack, Milford, Milton, Milton Mills, New Boston, Newmarket, Newport, Northwood Ctr., Pelham, Penacook, Peterboro, Pittsfield, Plaistow, Raymond, Rindge, Rye Beach, Salem, Spofford Lake, Suncook, Troy, Walpole, Westmoreland, Winchester, and Wolfboro. Two-party line, res., \$21, bus., \$24; four-party line bus., \$21. (2) Ex-

change rates in effect in Claremont, Exeter, Rochester, and Somersworth, with two-party line, res. \$21, bus. \$27. Claremont and Newport together have the special line rates, res. \$36, bus. \$42; two-party line, res. \$30, bus. \$36; short-term special line, res. \$20, bus. \$21, and party line, res. \$18, bus. \$19. (3) Exchange rates in effect in Dover, Keene and Portsmouth, with two-party line, res. \$21, bus. \$30. (4) Exchange rates in effect in Concord and Nashua, with two-party line, res. \$21, bus. \$33, and 600-call bus. \$24. (5) Exchange rates in effect in Manchester, with two-party line, res. \$24, bus. \$42; special line, \$25-calls, \$33; four-party line res. \$21, and with prepayment guarantee, res. \$18.25, bus. \$27.38.

Additional Service.

Extension sets: Reg. type \$6; special type, res. only, \$5,—except at Manchester, reg. type \$9, special \$6, reg. type, short term, \$8. For use of second party, add 50% to the regular rate, limit \$50. One directory listing free; additional listings, \$3 each. Extra mileage charge for each <sup>1</sup>/<sub>4</sub> mile and fraction thereof beyond the

(Continued)



## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Continued)						limit, special line \$2.50, two party line \$1, other party lines \$.50.  Allowance for Absence.  Any subscriber to unlimited exchange service whose contract for one year has expired, and who requests disconnection of instrument on account of absence, will be allowed a discount of 50% of the rental for the period of such absence, not to exceed five months in any one year.  Short Term Service.  Minimum time, three months. Special line, res. or bus., \$18; two party line \$14. Exceptions: Concord, Dover, Keene, Nashua, Penacook with Concord, and Portsmouth, party line bus. \$15; and Manchester, special line, res \$18, bus. \$21, party

line, res. \$15, bus. \$18. Each succeeding month 1-9 of difference between these and yearly rates. Additional mileage charge for  $\frac{1}{4}$  mile beyond one mile, special line \$.84, party \$.34. The company also complies with chapter 141, N. H. Laws of 1909.

"Day to Day" Service.

In groups (1) and (2), first day \$2; in groups (3), (4) and (5), first day \$3; each succeeding day in groups (1), (2), (3), (4), \$.50; each succeeding day in group (5), \$.75.

Charges for installation and disconnection when period is less than one year.

Miscellaneous Equipment.

Receiving station .....	\$24.00†
Mileage at special line rates.	
Extension bell .....	1.50
Extra hand generator .....	1.50
Extra hand receiver .....	2.00
Extra head receiver .....	2.50
Key equipment for subscribers, main and extension sets .....	2.00
†At Manchester, \$27.	

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Continued)						<p>Private Branch Exchange Service.</p> <p>This service may be either under one-year contract, the subscriber bearing the expense of installation, or under five-year contract, all wiring and apparatus being owned and maintained by the company.</p> <p><i>Unlimited Service.</i> The unlimited service is not offered in Manchester. Trunk line charges same as special line charges for business and residence, except Concord, Nashua, Penacook.</p> <p>Trunk line, \$30, switchboard, including one operator's set, \$24, stations, each, \$7.50. Switching charges for small groups of individuals, small telephone companies and co-partnerships, res. \$9.60, bus. \$11.60; discount, 25¢ per month for prompt payment.</p> <p><i>Measured Service.</i> Trunk line, each \$21; short term, \$12; switchboard,</p>

operator's set and 2500 calls, \$75; stations, each, one-year contract, \$4.50; five-year contract, \$6.00; emergency trunk line and station, \$5.

*Toll system.* Department store: Trunk line, \$24, stations, \$6 each, minimum 50 stations. Hotel, 5 months: Stations, \$5 each, minimum 50 stations, above 50 stations, \$4 each; \$3.50 each per station, minimum 50 stations, subscriber to install and own cable and wiring, all stations.

#### Auxiliary Equipment.

Auxiliary switchboard, per drop, \$1.25; auxiliary drop, mounted, gong and battery, \$5; auxiliary drop, mounted, \$3; extra hand generator, \$1.50; extra hand telephone, without care, \$1, with care, \$2; extra head telephone, without care, \$1, with care, \$2.50; extra hand or head telephone, without care, no time limit, \$3; key equipment, \$2; extension bell, \$1.50. Power ringing circuits—for private branch exchange—within one mile of central office, 19 terminal stations or less, \$18; over 19 terminal stations, no charge; each additional  $\frac{1}{4}$

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Continued)						mile or fraction thereof, \$5. Mileage for trunk lines when circuits extend beyond one mile (air line) on business systems, and two miles (air line) on residence systems, from the central office, yearly charge for each additional quarter mile or fraction thereof, \$2.50. Flat rate charges for moving telephones; for installation and disconnection for less than one year service; for closing out yearly contracts prior to termination, and for moving from one building to another, main station or installation and disconnection: Neither drop or inside wiring in place.....\$5.00 One or the other in place..... 4.00 Both in place..... 3.00 Inside same building..... 2.00 Inside same room..... 1.00 Changes in equipment..... 1.00

except that one change is allowed to each subscriber each year.

**Toll Rates.**

In general, 5¢ for 5 minutes for distances 0-5 miles, and 10¢ for 5 minutes for 5.1-15 miles. For longer distances, rates range from 15¢ to 95¢ for periods of three or five minutes, according to circumstances, with complete schedules issued.

**Discount.**

Discount of 20% on toll charges over the lines of this company in excess of \$10 charged against a single telephone in one month.

**Short Period Talking Service.**

Yearly rate per mile per hour.	
9 P.M. to 6 A.M.....	\$2.00
6 A.M. to 7 A.M.....	4.00
7 A.M. to 8 A.M.....	6.00
8 A.M. to 6 P.M.....	8.00
6 P.M. to 9 P.M.....	4.00

Service every day in the year except Sundays. A half hour service is  $\frac{1}{2}$  the rate for hour service plus 10% for two separated fifteen-minute periods, 25% is added to proportion of hourly rate. Discounts for service exceeding one hour range from

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Continued)						10% for two hours to 50% for ten hours service daily, with terminal rates \$24 for exchanges under groups (1), (2), (3), and \$27 for exchanges under groups (4) and (5). Mileage at \$10 per mile (air line) if station is outside a radius of one mile from central station; exception, 2 miles from Manchester central. For 5, 4, 3, 2 or 1 days per week add 10%, 20%, 30%, 40% and 50% respectively to the daily rate for six days per week.  Pay Station Guarantee Rates. Rates for groups (1) and (2): special line with booth, \$48 per year, or \$2.75 per month without booth; corresponding rates for two party line, \$42 and \$2.25, and for four party line, \$39 and \$2; day service, guarantee for first day, \$12 with booth, \$8.25 without booth, each additional

day for 90 days, \$.15 and \$.10, respectively; guarantee for 3 months, \$25.50 and \$17.25, each additional month for 9 months, \$2.50 and \$1.75. For Dover, Keene, Manchester and Portsmouth exchanges, special line, per year, \$51 with booth, \$3 per month without booth; party line, \$45 and \$1.50, respectively; day guarantee, first day, \$12.75 with booth, \$9 without booth, and each additional day for 90 days, 15¢ and 10¢; guarantee for three months, \$26.25 and \$18; an additional monthly charge for 9 months, \$2.75 with booth, and \$2 without booth.

# Municipalities.

Rates: (1). a discount of 33 1/3% from regular rates for all stations and supplementary equipment used wholly for municipal purposes and paid for from municipal funds, wire, mileage, tolls and extraordinary construction at regular rates; or (2). for municipalities exceeding 2000 in population, one free station, local service only, for each 2000 population; all supplementary equipment and other stations at full rates, all stations to be inside city limits within

(Continued)



## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Continued)						two miles of central office; wire, mileage, tolls, and extraordinary construction at regular rates; or (3). for municipalities of less than 2000, one pay station in town hall or office of town official, without charge or guarantee, and free local service on municipal business. No discount allowed on other business.
						State Forestry Service. The State Forestry Department will provide, own and maintain its station equipment and wiring and its line from its station to the point where facilities of the telephone company end; the charge for exchange service will be the regular annual business rate of the exchange connected with for this class of service, with regular mileage rate from point of connection to the free mileage limit of the exchange.

## Commercial Telegraph Companies.

Rates to commercial telegraph companies for and in connection with transmitting and receiving telegrams or cablegrams, 100% of the telephone toll charges where standard telephone rates are less than 10¢, 80% where the standard telephone toll rates are 10¢ or 15¢ for initial period, 70% where tolls are 20¢ and 25¢, and 60% of the toll charges where the toll rates are 30¢ or more for the initial period, with contract conditions.

## Telauto-graph Service.

Rates for connection by the Gray National Telauto-graph Co. of its telauto-graph instruments to N. E. leased lines, private branch exchange facilities, and private branch exchange station lines, installation charge per station, \$20; annual maintenance charge for each protective service installed, \$4.50. For both telauto-graph and telephone purposes, \$12 per mile per annum, with minimum charge of \$12, in addition to the regular rate for telephone circuit.

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## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
New England Tel. & Tel. Co. (Concluded)						Extent of Service in N. H. From report of June 30, 1912, switch boards are operated in 51 towns and cities; through these centrals, service is rendered in 77 additional towns, and the company gives service over toll wires in 60 other towns. Connects with 30 telephone utilities, involving 84 single lines and 11,563 stations.
North Conway & Jackson Telephone Co. . . . . (North Conway.)	\$28.00	\$21.00#	\$30.00	\$24.00#	\$0.05 .10	#Two party line, res. \$24, bus. \$28. Portable desk, \$2. Extension sets, \$8, extension bells, \$1.50, additional. Discount, 25¢ per month per station, except extensions, if paid on or before the 20th of the month. To subscribers who have paid rental for one full year, a discount of 50% for absence for 1 to 4 months during a year is allowed, due notice being given. For two or more telephones, discount \$2

per telephone. Mileage charge begins 1 mile from central office; special line, \$2.50 per  $\frac{1}{4}$  mile; two party line, \$1 per  $\frac{1}{4}$  mile.

Ossipee Valley Tel. & Tel. Co.  
(50 Oliver St., Boston,  
Mass.)

28.00

21.00#

30.00

24.00#

.05  
.10

#Two party line, res. \$24, bus. \$28.  
Exchange rates in effect in Conway, North Conway, Mountainview, Stevens Corner and Tamworth. Discounts, additional service except extension sets res., allowance for absence, and "Day to Day" service, same as Coos Tel. Co. Short term service, 3 months, all lines, \$10.75, one mile limit, with \$1.75 for each additional month until total charge equals the yearly rental charge. Discount 25¢ per month for prompt payment. Private branch exchange service same as Coos Tel. Co. Auxiliary equipment, toll rates, rates to municipalities, for state forestry service, and to commercial telegraph companies, same as N. E. Tel. & Tel. Co. Connects with Fairmount Tel. Co., Livermore Tel. Co., Madison Tel. Co., N. E. Tel. & Tel. Co., No. Conway & Jackson Tel. Co., Pine River Tel. Co.

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Passumpsic Telephone Co. . . . . (50 Oliver St., Boston, Mass.)	\$27.00	\$12.00#	\$33.00	\$15.00#	\$0.05 .10	#Two party line, res. \$21, bus. \$25; six party line, res. \$18, bus. \$18, and with free St. Johnsbury, res. \$18, bus. \$21; fifteen party line, res. \$18, bus. \$21. Discount 10% on rental bills if paid one year in advance at the office of the company. Additional service, "Day to Day" service, miscellaneous equip- ment, and allowance for absence, same as Coos Tel. Co. Short term service, 3 months, \$10, plus cost of wiring stations and charges for any extra- ordinary construction; additional months at proportionate rates. When total charge equals yearly charge for same service, balance of year free.
Piermont Telephone Co. . . . . (Piermont.)	.....	15.00#	.....	15.00#	.....	#This includes limited free service with subscribers of the White Mt. Tel. & Tel. Co. in Haverhill, and the Fairlee Tel. Co. in Orford, Lyme, and Fairlee, Vt.

Sandown Telephone Co. .... (Sandown.)	12.00	.....	12.00	.10	Connects with N. E. Tel. & Tel. Co.
Sandwich Local Telephone Co. .... (Sandwich.)	15.00	.....	15.00	.....	
Southern Coos Telephone Co. .... (Colebrook.)	12.00	.....	12.00	.10#	#Toll rates range from 10¢ to 35¢, according to distance.
Sugar River Valley Telephone Co. .... (Grantham.)	15.00	.....	15.00	.....	Two telephones, bus. and res., \$25. Extension bell \$1, and all installation charges. If more than 200 feet from line, subscribers must furnish and set poles.
Sunapee Telephone Co. .... (Sunapee.)	26.00*	26.00	18.00#	.05 .10	* \$12 per miles for each mile ex- ceeding two from central station. #Two party line \$21, and \$5 per mile beyond two miles; six party line \$19, and \$2 additional beyond two miles; yearly rate for farmer lines, and others over six party, \$18. Summer season rates, 4-6 months, private line, two mile limit, \$25, and \$10 for each additional mile; two party line \$21, and \$5 per mile

(Continued)

## Rates.—Continued.

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
Sunapee Telephone Co. .... (Concluded)						
Telephone Company of Nottingham. .... (Nottingham.)		\$9.00	.....	\$9.00	.....	beyond two mile limit; other summer rates, \$10, and \$4 for each additional mile. Connects at Newport with N. E. Tel. & Tel. Co., and at New London with Kearsarge Tel. Co.
Tuftonboro Telephone Co. .... (Melvin Village.)		10.00	.....	10.00	.....	
Union Telephone Co. .... (North Barnstead.)	\$18.00	12.00	\$18.00	15.00	.10	Connects with N. E. Tel. & Tel. Co., and Winnepesaukee Tel. Co.
Wakefield Telephone Co. .... (Sanbornville.)		15.00#	.....	15.00#	.05	#With additional charge for unusual distance. Connects with N. E. Tel. & Tel. Co., and Ossipee Valley Tel. & Tel. Co.

Washington & Cherry Valley Tel. Co. .... (Washington.)	.....	18.00 #	.....	18.00 #	.05 .10	#Desk telephone \$20. In Goshen, wall sets \$12, desk sets \$14, per year. Connects with N. E. Tel. & Tel. Co., and Contoocook Valley Tel. Co.
Weare Telephone Co. .... (Weare.)	25.00	15.00 #	25.00	15.00 #	.05	#Desk sets \$16. Extension sets \$5; extension bells, \$1. Payable quarterly in advance, subject to discount of 50¢ per quarter if paid in thirty days. Connects with N. E. Tel. & Tel. Co.
West Hopkinton Telephone Co. .... (Contoocook.)	\$24.00 #	\$18.00 *	\$27.00 #	\$21.00 *	.....	#Limit $\frac{3}{4}$ mile from central office. *Six party line, limit three miles. Farmers lines, res. \$12, bus. \$18. Short term, not less than 3 months, 15% added to regular rate, plus cost of installation. Outside of limits subscribers pay for installation. Connects with Henniker Tel. Co., and Contoocook Valley Tel. Co.
White Mountain Tel. & Tel. Co. (50 Oliver St., Boston, Mass.)	27.00 * 33.00 #	18.00 * 21.00 #	36.00 * 45.00 #	24.00 * 33.00 #	.05 .10	*These rates apply in Ashland, Campton, Pike, Plymouth, No. Woodstock, Rumney, Warren, Woods- ville. Two party line, res. \$24, bus. \$27. #These rates apply in Fran- conia, with free service in Littleton.

(Continued)



Rates.—*Concluded.*

NAME OF COMPANY AND ADDRESS.	YEARLY RATES FOR UNLIMITED SERVICE.				Toll rate, nonsubscribers.	Additional rates, discounts, maximum and minimum charges, and connecting lines.
	Residence.		Business.			
	Special line.	Party line.	Special line.	Party line.		
White Mountain Tel. & Tel. Co. (Concluded)						Discounts, additional service, allowance for absence, short term service, "Day to Day" service, miscellaneous equipment, private branch exchange service, same as Coos Tel. Co. Auxiliary equipment, toll rates, rates to municipalities, for state forestry service, and commercial telegraph companies, same as N. E. Tel. & Tel. Co.
Wilton Telephone Co. . . . . (Wilton.)	\$24.00	\$18.00	\$33.00	\$21.00	\$0.05	Connects with Citizens Tel. Co., N. E. Tel. & Tel. Co., Newbury Ctr. Tel. Co., and Piermont Tel. Co.
Winnetoesaukee Telephone Co. (50 Oliver St., Boston, Mass.)	30.00* 27.00#	18.00* 18.00#	39.00* 36.00#	27.00* 24.00#	.05 .10	*These rates apply in Laconia, and Franklin combined with Tilton. Two party line, res. \$24, bus. \$30; six party line res. \$21, four party line bus. \$27; fifteen or more party

and farmer's lines, res. \$18, bus. \$27.  
#These rates apply in Belmont  
and Bristol, with two party line, res.  
\$24, bus. \$27; four party bus. \$24; six  
party res. \$21.

Laconia with free Belmont: res.,  
special \$33, two party \$27, six party  
\$24, fifteen or more party \$21; bus.,  
special \$42, two party \$33, four or  
more party \$30.

Belmont with free Laconia: res.,  
special \$33, two party \$27, six party  
\$24, fifteen party \$21; bus., special  
\$42, two party \$33, four party and  
fifteen or more party \$27.

Discount, additional service, short  
term service, "Day to Day" service,  
miscellaneous equipment—except re-  
ceiving station charge \$28—private  
branch exchange rates, same as Coos  
Tel. Co. Portable desk stand, rural  
service, \$2 per year. Auxiliary equip-  
ment, toll rates, rates to municipali-  
ties, for state forestry service, and  
to commercial telegraph companies,  
same as N. E. Tel. & Tel. Co.

Connects with Meredith Tel. Co.,  
Sandwich Local Tel. Co., Union Tel.  
Co., and N. E. Tel. & Tel. Co.



PART XI.  
TOLL BRIDGES.



# BOSTON AND MAINE RAILROAD.

## DOVER POINT TOLL BRIDGE.

YEAR ENDING JUNE 30, 1912.

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### Directors.

(See Boston & Maine Railroad—Steam Road.)

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### Principal Officers.

(See Boston & Maine Railroad—Steam Road.)

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### Location.

This bridge is over the Piscataqua River, between Dover Point, N. H., and Newington, N. H. Its cost is unknown, having been included as a part of the construction account of the Portsmouth & Dover Railroad, which was afterwards acquired by the Boston and Maine Railroad.

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Income Account.	
Operating revenues:	
Tolls . . . . .	\$2,728.01
Operating expenses:	
Maintenance . . . . .	\$2,082.87
Wages paid collector . . . . .	\$32.00
Miscellaneous . . . . .	30.29
Total operating expenses . . . . .	2,945.16
Net loss . . . . .	\$217.15

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# GRANITE STATE LAND COMPANY.

HAVERHILL, MASS.

OPERATING HAMPTON RIVER BRIDGE.

YEAR ENDING JUNE 30, 1912.

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## Principal Officers.

President . . . . .	David A. Belden. . . . .	Haverhill, Mass.
Treasurer . . . . .	Sam'l P. Russell . . . . .	Haverhill, Mass.

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## Location.

This bridge crosses Hampton Harbor, so-called, a bay formed by the Black Water River and the Hampton River.

It is 4619 feet in length and is located between Seabrook and Hampton, passing through a portion of Hampton Falls.

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## History.

Date of organization: December 5, 1900.

Incorporated under general law of the State of New Hampshire.

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## Capital Stock.

Number of shares authorized:	
Common stock . . . . .	2,500
Par value of one share . . . . .	\$100.00
Total par value authorized and outstanding . . . . .	250,000.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	5
Number of stockholders in New Hampshire . . . . .	1
Par value of capital stock held in New Hampshire . . . . .	\$100.00

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## Funded Debt.

20-year Bonds:	
Date of issue, July 1, 1907.	
Date of maturity, July 1, 1927.	
Total par value authorized and outstanding . . . . .	\$125,000.00
Interest:	
Amount accrued and paid during year . . . . .	6,250.00
Rate, 5%.	

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General Balance Sheet.	
<i>Assets.</i>	
Property . . . . .	\$340,516.74
Prepaid accounts . . . . .	2,500.00
Notes receivable . . . . .	13,000.00
Deficit . . . . .	24,059.22
Total . . . . .	\$380,075.96
<i>Liabilities.</i>	
Capital stock . . . . .	\$250,000.00
Funded debt . . . . .	125,000.00
Accounts payable . . . . .	2,075.96
Depreciation reserve . . . . .	3,000.00
Total . . . . .	\$380,075.96
Income Account.	
Operating revenues:	
Rental of bridge to Seabrook & Hampton Beach St. Ry. Co. . . . .	\$3,000.00
Tolls, July, August, September, 1911 . . . . .	1,822.85
Total operating revenues . . . . .	\$4,822.85
Operating expenses:	
Wages, toll gate . . . . .	\$253.75
Maintenance and general expenses . . . . .	2,125.10
Total operating expenses . . . . .	\$2,378.85
Insurance . . . . .	341.00
Depreciation . . . . .	1,000.00
Total revenue deductions . . . . .	3,719.85
Gross operating income. . . . .	\$1,103.00
Non-operating revenues:	
Rentals, sundry lots . . . . .	\$828.00
Interest . . . . .	650.00
Total non-operating revenues . . . . .	\$1,478.00
Non-operating expenses:	
Leases, Hampton Beach lots . . . . .	\$975.00
Taxes on real estate . . . . .	323.22
Total non-operating expenses . . . . .	\$1,298.22
Net non-operating revenues . . . . .	179.78
Gross income . . . . .	\$1,282.78
Deductions from gross income:	
Interest on funded debt . . . . .	6,250.00
Net loss . . . . .	\$4,967.22
Deficit at beginning of year . . . . .	19,092.00
Deficit at close of year . . . . .	\$24,059.22



# THE PROPRIETORS OF NEWCASTLE BRIDGE.

(Operated by David Urch, Lessee.)

YEAR ENDING JUNE 30, 1912.

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## Location of Clerk's Office.

Portsmouth, N. H.

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The bridge was operated by the proprietors until December 1, 1876, since which date it has been operated by the lessee.

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## Principal Officers.

President . . . . .	E. E. Tucker . . .	Chelsea, Mass.
Clerk and Treasurer . .	David Urch . . .	Portsmouth, N. H.

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## Directors.

Elmer E. Tucker . . . . .	Chelsea, Mass.
Ephriam Urch . . . . .	Newcastle, N. H.
Charles F. Tucker . . . . .	Portsmouth, N. H.
N. J. Buck . . . . .	Eliot, Me.
R. A. Spinney . . . . .	Eliot, Me.

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## History.

Date of incorporation: June 21, 1821.

Incorporated under special law of the State of New Hampshire.

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## Capital Stock.

Number of shares authorized . . . . .	215
Par value of one share . . . . .	\$37.50
Total par value authorized . . . . .	8,062.50
Total par value outstanding . . . . .	8,062.50
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$7,837.50

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**General Balance Sheet.***Assets.*

Cost of structure . . . . .	\$8,062.50
Permanent improvements made by lessor . . . . .	22,371.48
Deficit . . . . .	1,660.50

Total . . . . .	\$32,094.48
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*Liabilities.*

Capital stock . . . . .	\$8,062.50
Due David Urch for improvements . . . . .	22,371.48
Bills payable . . . . .	1,660.50

Total . . . . .	\$32,094.48
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**Income Account.**

Revenue:	
Rental . . . . .	\$100.00

## Deductions:

Salary of clerk . . . . .	\$50.00
Advertising expense . . . . .	1.50

Total deductions . . . . .	51.50
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Net income . . . . .	\$48.50
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Deficit at beginning of year . . . . .	1,709.00
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Deficit at close of year . . . . .	\$1,660.50
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DAVID URCH.  
LESSEE OF NEWCASTLE BRIDGE.  
YEAR ENDING JUNE 30, 1912.

Location of Office.  
Portsmouth, N. H.

History.

The structure was leased from The Proprietors of Newcastle Bridge, December 1, 1876.

Terms:

Rental—First six years for \$1,000.00; after that period, \$100.00 per year.

Structure to be kept in repair by lessee, and permanent improvements to be charged to lessor.

General Balance Sheet.	
<i>Assets.</i>	
Bills receivable:	
Amount due from lessor . . . . .	\$24,031.98
<i>Liabilities.</i>	
Capital invested . . . . .	\$24,031.98
Income Account.	
Revenue:	
Receipts from tolls . . . . .	\$4,640.07
Deductions:	
Maintenance . . . . .	\$800.00
Operators' wages . . . . .	624.00
Insurance . . . . .	7.00
Taxes . . . . .	156.20
Rental . . . . .	100.00
Water . . . . .	19.00
Lights . . . . .	89.00
Total deductions . . . . .	1,795.20
Net earnings . . . . .	\$2,844.87

PART XII.  
WATER UTILITIES.



# W. H. ALDRICH.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Marlboro.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$400.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$400.00
<b>Income Account.</b>	
Operating revenues:	
Miscellaneous . . . . .	\$116.50
Net earnings . . . . .	\$116.50

## Miscellaneous Statistics.

Source of supply: Spring located about  $\frac{1}{2}$  mile from village.

Length of mains:  $\frac{1}{2}$  mile.

Diameter of mains:  $\frac{3}{4}$ ".

Length of branches: 300-600'.

Diameter of branches:  $\frac{1}{2}$ ".

Number of connections:

    Commercial services, 9.

    Public buildings, 5.

    Public fountains, 1.

Number and capacity of meters: None.

# ALPINE AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Exchange Street, Gorham, N. H.

## Principal Officers.

President . . . .	Wallace Mason . . . .	Gorham, N. H.
Clerk . . . .	Alfred R. Evans . . . .	Gorham, N. H.
Treasurer . . . .	Alfred R. Evans . . . .	Gorham, N. H.
Superintendent . .	Wallace Mason . . . .	Gorham, N. H.

## Directors.

Wallace Mason . . . . .	Gorham, N. H.
Alfred R. Evans . . . . .	Gorham, N. H.
Adna C. Gurney . . . . .	Gorham, N. H.
Harry G. Noyes . . . . .	Gorham, N. H.
Term expires: Third Saturday of December.	

## History.

Date of incorporation: July 1, 1874. Amended: March 25, 1891.  
Incorporated under special law of the State of New Hampshire.

## Locality Served.

Gorham.

## Capital Stock.

Number of stockholders . . . . .	232
Number of stockholders in New Hampshire . . . .	170
Par value of capital stock held in New Hampshire .	\$17,000.00

## General Balance Sheet.

### Assets.

Cash and current assets:	
Cash . . . . .	\$25.89
Property and plant . . . . .	23,200.00
Total . . . . .	\$23,225.89

### Liabilities.

Capital stock . . . . .	\$23,200.00
Surplus . . . . .	25.89
Total . . . . .	\$23,225.89

Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$1,243.46
Operating expenses:	
Plant—	
Miscellaneous labor . . . . .	\$41.18
Maintenance of source of supply . . . . .	60.72
Total—plant . . . . .	\$101.90
General administration:	
Salaries . . . . .	\$100.00
General office rents, supplies and expenses . . . . .	4.46
Total—general administration . . . . .	\$104.46
Total operating expenses . . . . .	\$206.36
Taxes . . . . .	127.50
Total revenue deductions . . . . .	333.86
Net income . . . . .	\$909.60
Deficit at beginning of year . . . . .	883.71
Surplus at close of year . . . . .	\$25.89

## Miscellaneous Statistics.

Plant constructed in 1873. Larger reservoir built in 1904.

Source of supply: Seventeen natural springs.

Method of pumping: none.

Length of trunk lines: 1 mile.

Diameter of trunk lines: 4".

Length of street mains: 1½ miles.

Diameter of street mains: 3".

Pressure on mains: 60 lbs.

Number of connections:

Commercial services, 160.

Number of and capacity meters: None.



# ALTON & ALTON BAY WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Alton, N. H.

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## Principal Officers.

President . . . . .	F. J. Cushing . . . . .	Tampa, Fla.
Treasurer . . . . .	H. J. Jones . . . . .	Alton, N. H.
Clerk . . . . .	Benjamin Thompson . . . . .	Portland, Me.

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## Directors.

F. J. Cushing . . . . .	Tampa, Fla.
C. H. Downing . . . . .	Alton, N. H.
L. Woodman . . . . .	Alton, N. H.
G. S. Bassett. . . . .	Alton, N. H.
H. J. Jones . . . . .	Alton, N. H.

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## History.

Date of incorporation: 1892.

Incorporated under the laws of the State of Maine.

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## Locality Served.

Alton.

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## Capital Stock.

Capital stock . . . . .	\$32,000.00
Dividends:	
Amount declared during year . . . . .	1,120.00
Rate, $3\frac{1}{2}\%$ .	
Number of stockholders . . . . .	40
Number of stockholders in New Hampshire . . . . .	33
Par value of capital stock held in New Hampshire . . . . .	\$30,170.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$349.00	
Notes and bills receivable. . . . .	400.00	
Accounts receivable . . . . .	1,176.00	
		\$1,925.00
Material and supplies . . . . .	100.00	
Property and plant . . . . .		32,000.00
Total . . . . .		\$34,025.00
<i>Liabilities.</i>		
Current liabilities:		
Notes and bills payable . . . . .	\$550.00	
Accounts payable . . . . .	200.00	
Dividends unpaid . . . . .	1,120.00	
		\$1,870.00
Capital stock . . . . .		32,000.00
Surplus. . . . .		155.00
Total . . . . .		\$34,025.00
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$1,115.00	
Municipal hydrant rentals . . . . .	780.00	
Sales to municipal department . . . . .	68.00	
Total operating revenues . . . . .		\$1,963.00
Operating expenses:		
Pumping—		
Superintendence . . . . .	\$150.00	
Miscellaneous labor . . . . .	50.00	
Total—pumping . . . . .	\$200.00	
Distribution—		
Meter and fittings department—		
Supplies and expenses . . . . .	\$50.00	
General administration—		
Salaries . . . . .	\$75.00	
Miscellaneous . . . . .	50.00	
Total—general administration . . . . .	\$125.00	
Total operating expenses . . . . .	\$375.00	
Taxes . . . . .	288.00	
Uncollectible accounts. . . . .	75.00	
Total revenue deductions . . . . .		738.00
Gross operating income. . . . .		\$1,225.00
<i>Carried forward</i>		

Income Account.— <i>Concluded.</i>	
Gross operating income. <i>Brought forward</i>	\$1,225.00
Non-operating revenues:	
Profit on merchandise sales (net) . . . . .	\$25.00
Profit on piping and connections (net) . . . . .	25.00
Total non-operating revenues . . . . .	50.00
Gross income . . . . .	\$1,275.00
Dividends . . . . .	1,120.00
Surplus at close of year . . . . .	\$155.00

#### Miscellaneous Statistics.

Plant constructed in 1892.

Source of supply: Springs.

Method of pumping: steam.

Length of trunk lines:  $3\frac{1}{2}$  miles.

Diameter of trunk lines: 4", 6", 8".

Pressure on mains: 100–120 lbs.

Number of connections:

    Commercial services, 115.

    Hydrants, 26.

    Public buildings, 2.

Number and capacity of meters: 15;  $\frac{5}{8}$ " and 1".

AUBURN.

(See W. H. Griffin.)

# BAKER & DEARBORN.

YEAR ENDING DECEMBER 31, 1911.

## Location of Office.

Glass Street (Suncook), Pembroke, N. H.

## Partners.

Elezar Baker . . . . . Suncook, N. H.  
 Est. of J. H. Dearborn . . . . . Suncook, N. H.  
 Partnership established: 1895.

## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$2,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$2,000.00

## Income Account.

Operating revenues:	
Commercial sales . . . . .	\$470.50
Operating expenses:	
Pumping—	
Power purchased . . . . .	\$155.81
Pumping station expenses . . . . .	102.00
Pumping station repairs . . . . .	50.00
Total operating expenses . . . . .	307.81
Net earnings . . . . .	\$162.69

## Miscellaneous Statistics.

Plant constructed in 1895.  
 Method of pumping: Electricity.  
 Length of street mains:  $\frac{1}{2}$  mile.  
 Diameter of street mains: 3".  
 Number of connections:  
 Commercial services, 52.

# BATH VILLAGE WATER CO.

BATH, N. H.

YEAR ENDING JUNE 30, 1912.

Partners.	
Myrtie P. Conant . . . . .	Bath, N. H.
Mabel S. Conant . . . . .	Bath, N. H.

Locality Served.	
Bath.	

General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Accounts receivable . . . . .	\$9.50
Materials and supplies . . . . .	13.20
Property and plant . . . . .	418.00
Total . . . . .	<u>\$440.70</u>
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$7.36
Capital invested . . . . .	418.00
Surplus . . . . .	15.34
Total . . . . .	<u>\$440.70</u>

Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$163.08
Sales to municipal department . . . . .	5.00
Total operating revenues . . . . .	<u>\$168.08</u>
Operating expenses:	
Plant—	
Superintendence . . . . .	\$75.00
Maintenance of source of supply . . . . .	10.00
Total—plant . . . . .	<u>\$85.00</u>
<i>Carried forward</i>	
	<u>\$168.08</u>

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward.</i>	\$168.08
Operating expenses.                   “           “           \$85.00	
Distribution—	
Operating labor . . . . .	\$65.48
Maintenance of trans. and dist. systems . . . . .	59.90
Total—distribution . . . . .	\$125.38
Total operating expenses . . . . .	\$210.38
Taxes . . . . .	7.36
Total revenue deductions . . . . .	217.74
Net loss . . . . .	\$49.66
Surplus at beginning of year . . . . .	65.00
Surplus at close of year . . . . .	\$15.34

**Miscellaneous Statistics.**

Plant constructed in 1878.

Source of supply: Spring located about a mile from the village.

Method of pumping: None.

Length of mains: 7000'.

Diameter of mains:

At reservoir, 4".

Balance,  $1\frac{1}{2}$ "– $2\frac{1}{2}$ ".

Pressure on mains: 62–85 lbs.

Number of connections:

Commercial services, 13.

Public buildings, 1.

Number and capacity of meters: None.

BATH.

(See H. H. Hall.)

# BENNINGTON WATER WORKS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Bennington, N. H.

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## Principal Officers.

President . . . . .	Robert S. Manning . . .	Manchester, N. H.
Treasurer . . . . .	Robert S. Manning . . .	Manchester, N. H.
Care-taker . . . . .	Charles A. Richardson . .	Bennington, N. H.

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## Directors.

Robert L. Manning . . . . .	Manchester, N. H.
Harry E. Loveren . . . . .	Manchester, N. H.
James H. Mendell . . . . .	Manchester, N. H.
William G. Everett . . . . .	Manchester, N. H.

Term expires: April 3, 1913.

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## History.

Date of incorporation: March 30, 1893. Amended: March 24, 1903.  
Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Bennington.

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## Capital Stock.

Capital stock . . . . .	\$12,500.00
Dividends:	
Amount paid during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$12,500.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$193.01
Property and plant . . . . .	26,100.68
Treasury bonds . . . . .	12,500.00
Total . . . . .	\$38,793.69

*Liabilities.*

## Current liabilities:

Notes and bills payable . . . . .	\$13,580.00
Capital stock . . . . .	12,500.00
Funded debt . . . . .	12,500.00
Surplus . . . . .	213.69
Total . . . . .	\$38,793.69

## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$1,580.17
Industrial sales . . . . .	50.00
Municipal hydrant rentals . . . . .	214.57

Total operating revenues . . . . .	\$1,844.74
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## Operating expenses:

## Distribution—

Labor . . . . .	\$253.39
Maintenance of trans. and dist. systems . . . . .	217.46

Total—distribution . . . . .	\$470.85
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## Commercial—

Collection . . . . .	\$50.00
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## General administration—

Office rents, supplies and expenses . . . . .	\$2.00
Miscellaneous . . . . .	6.90

Total—general administration . . . . .	\$8.90
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Total operating expenses . . . . .	\$529.75
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Taxes . . . . .	260.00
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Total revenue deductions . . . . .	789.75
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Gross income . . . . .	\$1,054.99
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## Deductions from gross income:

Interest on unfunded debt . . . . .	841.30
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Net income . . . . .	\$213.69
(Surplus at close of year.)	



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Miscellaneous Statistics.

Plant constructed prior to 1900.

Method of pumping: None, gravity system.

Length of trunk lines: 1 mile.

Diameter of trunk lines: 10".

Length of street mains: 1 mile.

Diameter of street mains:  $\frac{1}{2}$  mile, 6";  $\frac{1}{2}$  mile, 2".

Pressure on mains: 70 lbs.

Number of connections:

Commercial services, 76.

Hydrants, 11.

Public buildings, 3.

Number and capacity of meters: None.

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BENNINGTON.

(See William C. Starrett.)

# BERLIN WATER COMPANY.

YEAR ENDING APRIL 30, 1912.

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## Location of Office.

No. 246 Main Street, Berlin, N. H.

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## Principal Officers.

President . . . . .	Sidney S. Twitchell . . . . .	Milan, N. H.
Clerk . . . . .	H. M. Verrill . . . . .	Portland, Me.
Treasurer . . . . .	Mark A. Twitchell . . . . .	Berlin, N. H.
General Manager . . . . .	C. C. Gerrish . . . . .	Berlin, N. H.

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## Directors.

Sidney S. Twitchell . . . . .	Milan, N. H.
Mark A. Twitchell . . . . .	Berlin, N. H.
Mrs. L. E. Twitchell . . . . .	Milan, N. H.
Term expires: May 1, 1913.	

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## History.

Date of incorporation: May, 1897.

Incorporated under special law of the State of Maine.

Originally incorporated August 9, 1889, under special law of the State of New Hampshire as The Berlin Aqueduct Company.

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## Localities Served.

Berlin and part of Gorham.

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## Capital Stock.

Capital stock . . . . .	\$100,000.00
Dividends:	
Amount paid during year . . . . .	None
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$100,000.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$758.46	
Notes and bills receivable . . . . .	605.06	
Accounts receivable . . . . .	3,949.70	
		\$5,313.22
Materials and supplies . . . . .		2,368.78
Property and plant . . . . .		447,634.17
Total . . . . .		\$455,316.17
<i>Liabilities.</i>		
Current liabilities . . . . .		\$761.48
Real estate mortgages . . . . .		79,585.13
Capital stock . . . . .		100,000.00
Funded debt . . . . .		175,000.00
Surplus . . . . .		99,969.56
Total . . . . .		\$455,316.17
<i>Income Account.</i>		
Operating revenues:		
Commercial sales . . . . .	\$33,390.58	
Municipal hydrant rentals . . . . .	2,960.00	
Sales for street sprinkling . . . . .	200.00	
Sales to municipal department . . . . .	537.84	
Miscellaneous . . . . .	2.00	
Total operating revenues . . . . .		\$37,090.42
Operating expenses:		
Pumping—		
Miscellaneous labor . . . . .	\$1,021.18	
Power purchased . . . . .	455.54	
Maintenance of source of supply . . . . .	117.86	
Total—pumping . . . . .	\$1,594.58	
Distribution—		
Operating labor . . . . .	\$1,032.92	
General administration—		
Salaries . . . . .	\$3,884.10	
General office rents, supplies and expenses . . . . .	1,055.88	
Miscellaneous . . . . .	483.88	
Total—general administration . . . . .	\$5,423.86	
Carried forward, . . . . .	\$8,051.36	\$37,090.42

Income Account.— <i>Concluded.</i>	
Total operating revenues. <i>Brought forward</i>	\$37,090.42
Operating expenses.                   “           “       \$8,051.36	
Insurance . . . . .	51.00
Depreciation . . . . .	260.80
Total operating expenses . . . . .	\$8,363.16
Taxes . . . . .	2,760.08
Uncollectible accounts. . . . .	4,326.74
Total revenue deductions . . . . .	15,449.98
Gross income . . . . .	\$21,640.44
Deductions from gross income:	
Interest on funded debt . . . . .	\$8,750.00
Interest on unfunded debt . . . . .	5,069.45
Total deductions from gross income . . . . .	13,819.45
Net income . . . . .	\$7,820.99
Surplus at beginning of year . . . . .	92,148.57
Total surplus at close of year . . . . .	\$99,969.56

#### Micellaneous Statistics.

Construction of plant completed in November, 1892. Source of supply at that time was Bean Brook. In 1904-5 Horn Brook was added to the supply.

Method of pumping; Electricity.

Length and diameter of trunk lines and street mains: 9,125', 12"; 12,090', 10"; 4,280', 8"; 36,984', 6".

Pressure on mains: 90-120 lbs.

Number of connections:

    Commercial services, 1,226.

    Hydrants, 72.

    Public fountains, 2.

Number and capacity of meters: 57,  $\frac{5}{8}$ "; 60,  $\frac{3}{4}$ "; 1, 1"; 9,  $1\frac{1}{2}$ "; 1, 2".

Amount of water metered during year: 45,621,420 gals.

BERLIN.

(See A. B. Forbush.)

# BRISTOL AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Bristol, N. H.

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## Principal Officers.

President . . . . .	Karl G. Cavis . . . . .	Bristol, N. H.
Clerk . . . . .	W. W. White . . . . .	Bristol, N. H.
Treasurer . . . . .	W. W. White . . . . .	Bristol, N. H.
Superintendent . . . . .	Ira B. Burpee . . . . .	Bristol, N. H.

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## Directors.

Karl G. Cavis . . . . .	Bristol, N. H.
W. W. White . . . . .	Bristol, N. H.
George H. Calley . . . . .	Bristol, N. H.
Ira A. Chase . . . . .	Bristol, N. H.
Fred A. Spencer . . . . .	Bristol, N. H.
Frank N. Gilman . . . . .	Bristol, N. H.
F. A. Stillings . . . . .	Concord, N. H.

Term expires: June, 1913.

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## History.

Date of incorporation: April 3, 1886.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Bristol.

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## Capital Stock.

Capital stock . . . . .	\$27,500.00
Dividends:	
Amount paid during year . . . . .	550.00
Rate, 2%.	
Number of stockholders . . . . .	37
Number of stockholders in New Hampshire . . . . .	35
Par value of capital stock held in New Hampshire . . . . .	\$26,200.00

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**General Balance Sheet.***Assets.*

## Cash and current assets:

Cash . . . . .	\$394.60	
Accounts receivable . . . . .	1,459.81	\$1,854.41
Material and supplies . . . . .		250.00
Property and plant . . . . .		35,549.97
Investments . . . . .		3,105.87
Total . . . . .		\$40,760.25

*Liabilities*

## Current liabilities:

Dividends unpaid . . . . .	\$5.00	
Taxes accrued . . . . .	268.25	\$273.25
Capital stock . . . . .		27,500.00
Reserve fund . . . . .		8,049.97
Surplus . . . . .		4,937.03
Total . . . . .		\$40,760.25

**Income Account.**

## Operating revenues:

Commercial sales . . . . .	\$3,049.55	
Municipal hydrant rentals } . . . . .	700.00	
Sales for street sprinkling } . . . . .		
Sales to municipal department . . . . .	12.00	
Total operating revenue . . . . .		\$3,761.55

## Operating expenses:

Distribution—		
Operating labor . . . . .	\$331.33	
General administration—		
Salaries of general officers and clerks . . . . .	\$352.00	
Office rents, supplies and expenses . . . . .	101.49	
Law expenses . . . . .	7.50	
Operation and maintenance of stores dept. . . . .	29.97	
Total—general administration . . . . .	\$490.96	
Total operating expenses . . . . .	\$822.29	
Taxes . . . . .	305.00	
Uncollectible bills . . . . .	28.50	
Total revenue deductions . . . . .		1,155.79
Gross operating revenue . . . . .		\$2,605.76

*Carried forward*

<b>Income Account.—<i>Concluded.</i></b>	
Gross operating revenue. <i>Brought forward</i>	\$2,605.76
Non-operating revenue:	
Interest and dividends from investments . . . .	35.00
Gross income . . . . .	\$2,640.76
Surplus at beginning of year . . . . .	2,846.27
Total surplus . . . . .	\$5,487.03
Dividends . . . . .	550.00
Surplus at close of year . . . . .	\$4,937.03

**Miscellaneous Statistics.**

Plant constructed in 1886.

Source of supply: Newfound Lake.

Method of pumping: Gasoline engine and fan pump.

Length and diameter of trunk lines and street mains: No record.

Pressure on mains: Max. 55 lbs.

Number of connections:

Commercial services, 254.

Hydrants, 41.

Public buildings, 3.

Water motors, 1.

Number and capacity of meters: 1,  $\frac{5}{8}$ ".

Amount of water metered during year: 33,120 gals.

# BRISTOL WATER POWER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Lake Street, Bristol, N. H.

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## Principal Officers.

President . . . . .	Frederick P. Weeks . . . . .	Plymouth, N. H.
Treasurer . . . . .	Frank N. Gilman . . . . .	Bristol, N. H.

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## Directors.

Frederick P. Weeks . . . . .	Plymouth, N. H.
Ferdinand A. Stillings . . . . .	Concord, N. H.
Mary N. Stillings . . . . .	Concord, N. H.
Geo. H. Calley . . . . .	Bristol, N. H.
Frank N. Gilman . . . . .	Bristol, N. H.

Term expires: First Monday in June, 1913.

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## History.

Date of incorporation: August 8, 1884.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Bristol.

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## Capital Stock.

Capital stock . . . . .	\$15,000.00
Dividends:	
Amount paid during year . . . . .	\$00.00
Rate, 6%.	
Number of stockholders . . . . .	7
Number of stockholders in New Hampshire . . . . .	7
Par value of capital stock held in New Hampshire . . . . .	\$15,000.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$929.80	
Accounts receivable . . . . .	619.87	
Prepaid interest . . . . .	166.58	
		\$1,716.25
Property and plant . . . . .		15,000.00
Total . . . . .		\$16,716.25
<i>Liabilities.</i>		
Current liabilities:		
Accounts payable . . . . .	\$323.35	
Dividends accrued . . . . .	900.00	
		\$1,223.35
Capital stock . . . . .		15,000.00
Surplus . . . . .		492.90
Total . . . . .		\$16,716.25
Income Account.		
Operating revenues:		
Industrial sales . . . . .		\$1,000.00
Operating expenses:		
General administration—		
Salaries . . . . .	\$110.00	
Miscellaneous . . . . .	62.81	
Total—general administration . . . . .	\$172.81	
Insurance . . . . .	23.80	
Total operating expenses . . . . .	\$196.61	
Taxes . . . . .	237.58	
Total revenue deductions . . . . .		434.19
Gross operating income . . . . .		\$565.81
Non-operating revenues:		
Real estate rentals (net) . . . . .	\$170.00	
Interest on deposits . . . . .	17.37	
Miscellaneous . . . . .	30.90	
Total non-operating revenue . . . . .		218.27
Gross income . . . . .		\$784.08
Surplus at beginning of year . . . . .		608.82
Total surplus . . . . .		\$1,392.90
Dividends . . . . .		900.00
Surplus at close of year . . . . .		\$492.90

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**Miscellaneous Statistics.**

The company owns two water privileges on the banks of the Newfound River which are rented.

Other services: None.

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**CANAAN.**

(See Crystal Lake Water Company.)

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**CENTER HARBOR.**

(See Smith F. Emery.)

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**ARTHUR P. CHASE.**

Northumberland, N. H.

(See Northumberland Aqueduct Company.)

# CLAREMONT AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

South Street, Claremont, N. H.

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## Principal Officer.

Treasurer . . . . J. L. Farwell, Jr. . . . Claremont, N. H.

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## Directors.

No record obtainable of last meeting.

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## History.

Date of incorporation: December 26, 1828.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Claremont.

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## Capital Stock.

Capital stock . . . . .	\$100.00
Number of stockholders . . . . .	1
Number of stockholders in New Hampshire . . . . .	1
Par value of capital stock held in New Hampshire . . . . .	\$100.00

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## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$100.00
<i>Liabilities.</i>	
Capital stock . . . . .	\$100.00

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Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$1.50
Operating expenses:	
Taxes . . . . .	1.50
Net earnings . . . . .	\$0.00

## Miscellaneous Statistics.

Property consists of water rights on "Brooks" land.

Number of connections:

Commercial services, 1.

## CLAREMONT.

(See Grannis Water Works.)

(Hermon Holt, Owner.)

(See Tyler Spring Water System.)

(C. A. Rice, Owner.)

# COLEBROOK WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Colebrook, N. H.

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## Principal Officers.

President . . . . .	John J. Moore . . . . .	12 Pemberton Sq., Boston, Mass.
Vice-President . . . . .	Walter Drew . . . . .	Colebrook, N. H.
Clerk . . . . .	John D. Annis . . . . .	Colebrook, N. H.
Treasurer . . . . .	John D. Annis . . . . .	Colebrook, N. H.

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## Directors.

John J. Moore . . . . .	Boston, Mass.
John D. Annis . . . . .	Colebrook, N. H.
Walter Drew . . . . .	Colebrook, N. H.

Term expires: February, 1913.

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## History.

Date of incorporation: February 23, 1897.

Amended: March 31, 1903.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Colebrook.

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## Capital Stock.

Capital stock:	
Common . . . . .	\$30,000.00
Preferred . . . . .	10,000.00
Dividends:	
Amount paid during year—	
Common . . . . .	1,200.00
Rate, 4%.	
Preferred . . . . .	500.00
Rate, 5%.	
Number of stockholders . . . . .	9
Number of stockholders in New Hampshire . . . . .	8
Par value of capital stock held in New Hampshire . . . . .	\$26,600.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Accounts receivable . . . . .	\$1,446.42
Property and plant . . . . .	70,406.62
Total . . . . .	<u>\$71,853.04</u>

*Liabilities.*

## Current liabilities:

Notes and bills payable . . . . .	\$1,300.00	
Accounts payable . . . . .	75.00	
Due bank . . . . .	67.23	
		<u>\$1,442.23</u>
Capital stock—common . . . . .		30,000.00
Capital stock—preferred. . . . .		10,000.00
Funded debt . . . . .		27,400.00
Surplus. . . . .		3,010.81
Total . . . . .		<u>\$71,853.04</u>

## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$2,991.69	
Municipal hydrant rentals . . . . .	1,200.00	
Sales for street sprinkling . . . . .	200.00	
Sales to municipal department . . . . .	345.00	
Total operating revenue . . . . .		<u>\$4,736.69</u>

## Operating expenses:

General administration—		
Salaries . . . . .	\$75.00	
Accidents and damages . . . . .	75.00	
Miscellaneous . . . . .	17.03	
Total operating expenses . . . . .	<u>\$167.03</u>	
Taxes . . . . .	685.00	
Total revenue deductions . . . . .		<u>852.03</u>
Gross income . . . . .		<u>\$3,884.66</u>

## Deductions from gross income:

Fine, internal revenue collector . . . . .	\$25.00	
Interest on funded debt . . . . .	1,394.00	
Interest on unfunded debt . . . . .	29.25	
Total deductions . . . . .		<u>1,448.25</u>
Net income . . . . .		<u>\$2,436.41</u>
<i>Carried forward</i>		

Income Account.— <i>Concluded.</i>		
Net income.	<i>Brought forward</i>	\$2,436.41
Surplus at beginning of year . . . . .		2,572.17
Total surplus . . . . .		\$5,008.58
Net adjustments during year (debit) . . . . .		297.77
Adjusted balance . . . . .		\$4,710.81
Dividends on preferred stock . . . . .	\$500.00	
Dividends on common stock . . . . .	1,200.00	
Total dividends . . . . .		1,700.00
Surplus at close of year . . . . .		\$3,010.81

#### Miscellaneous Statistics.

Plant was constructed in 1904.  
 Source of supply: Beaver Brook and Durant Brook.  
 Method of pumping: None, gravity system.  
 Length and diameter of trunk lines and street mains: 3500', 10";  
 1,000', 8"; 12,000', 6"; 15,000', 4"; 5,000', 2".  
 Pressure on mains: 80 lbs.  
 Number of connections:  
     Commercial services, 175.  
     Hydrants, 32.  
     Public buildings, 3.  
     Public fountains, 2.  
     Water motors, 2.  
 Number and capacity of meters: None.

#### COLEBROOK.

(See Joseph E. Lombard.)

# CONCORD HEIGHTS WATER COMPANY.

(GEO. E. JENNESS, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

130 North Main Street, Concord, N. H.

## Locality Served.

Plains district (Concord).

### General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$2,100.00
Deficit . . . . .	297.28
Total . . . . .	\$2,397.28
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$297.28
Capital invested . . . . .	2,100.00
Total . . . . .	\$2,397.28

### Income Account.

Operating revenues:		
Commercial sales . . . . .		\$535.59
Operating expenses:		
Pumping—		
Power purchased . . . . .	\$12.00	
Misc. pumping station supplies and expenses . . . . .	19.95	
Maintenance of source of supply—		
Pumping sta., bldgs., fixtures and grounds . . . . .	78.68	
Equipment . . . . .	321.88	
Total—pumping . . . . .	\$432.51	\$535.59
<i>Carried forward</i>		



Income Account.— <i>Concluded.</i>		
Operating revenues. <i>Brought forward</i>		\$535.59
Operating expenses.       "       "	\$432.51	
Commercial—		
Expenses of collection . . . . .	136.19	
General administration—		
General office rents, supplies and expenses . . . . .	18.59	
Insurance . . . . .	96.00	
Miscellaneous deductions . . . . .	114.20	
Freight and telephone . . . . .	7.01	
Total operating expenses . . . . .	\$804.50	
Taxes . . . . .	28.37	
Total revenue deductions . . . . .		832.87
Net loss . . . . .		\$297.28
(Deficit at close of year.)		

#### Miscellaneous Statistics.

Plant constructed in 1893.

Source of supply: Artesian well.

Method of pumping: Electric and hydraulic.

Length and diameter of trunk lines and street mains: 9,000', 3 $\frac{1}{4}$ "–4".

Number of connections:

    Commercial services, 52.

Amount of water pumped during the year: 730,000 gals.

# COOS & ESSEX WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

J. C. Hutchins' Drug Store, North Stratford, N. H.

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## Principal Officers.

President . . . . .	G. R. Magoon . . . . .	Coos, N. H.
Clerk . . . . .	J. C. Hutchins . . . . .	Coos, N. H.
Treasurer . . . . .	J. C. Hutchins . . . . .	Coos, N. H.
General Manager . . . . .	J. C. Hutchins . . . . .	Coos, N. H.

---

## Directors.

G. R. Magoon . . . . .	Coos, N. H.
B. W. Fisher . . . . .	Coos, N. H.
J. C. Hutchins . . . . .	Coos, N. H.

Term expires: January, 1913.

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## History.

Date of incorporation: March 9, 1899.

Amended: March 8, 1905.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Stratford, New Hampshire, and Bloomfield, Vermont.

---

## Capital Stock.

Capital stock . . . . .	\$25,000.00
(Issued at \$40 per share.)	
Dividends:	
Amount declared during year . . . . .	650.00
Rate, —%.	
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$25,000.00

---

General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$7,000.00
Investments . . . . .	3,000.00
Unextinguished discount on capital stock . . . . .	15,000.00
Total . . . . .	\$25,000.00
<i>Liabilities.</i>	
Capital stock . . . . .	\$25,000.00
Total . . . . .	\$25,000.00
Income Account.	
Operating revenues . . . . .	\$1,050.00
Operating expenses:	
Plant—	
Miscellaneous labor . . . . .	\$150.00
Commercial—	
Expenses of collection . . . . .	100.00
General administration—	
Salaries . . . . .	100.00
Total operating expenses . . . . .	\$350.00
Taxes . . . . .	50.00
Total revenue deductions . . . . .	400.00
Net income . . . . .	\$650.00
Dividends . . . . .	650.00
Surplus at close of year . . . . .	\$0.00

#### Miscellaneous Statistics.

Source of supply: Springs in Stratford, N. H., and Brunswick and Bloomfield, Vt.

Method of pumping: None, gravity system.

Diameter of trunk lines and street mains: 4" and 2".

Pressure on mains: 40 lbs.

Number of connections:

Commercial services, 100.

Hydrants, 1.

Public buildings, 3.

#### CROYDON FLAT.

(See John C. Loverin.)

# CRYSTAL LAKE WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Canaan, N. H.

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## Principal Officers.

President . . . . .	Cary Smith . . . . .	Canaan, N. H.
Clerk . . . . .	Chas. O. Barney . . . . .	Canaan, N. H.
Treasurer . . . . .	Ernest A. Barney . . . . .	Canaan, N. H.
Superintendent . . . . .	Oscar L. Rand . . . . .	Canaan, N. H.

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## Directors.

Chas. O. Barney . . . . .	Canaan, N. H.
Oscar L. Rand . . . . .	Canaan, N. H.
Cary Smith . . . . .	Canaan, N. H.
Claude M. Murray . . . . .	Canaan, N. H.
Ernest A. Barney . . . . .	Canaan, N. H.
F. D. Currier . . . . .	Canaan, N. H.
Warren B. Richardson . . . . .	Canaan, N. H.

Term expires: May 1st, 1913.

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## History.

Date of incorporation: August 16, 1889.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Canaan.

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## Capital Stock.

Capital stock . . . . .	\$12,000.00
Dividends:	
Amount paid during year . . . . .	1,200.00
Rate,—reg., 6%, spec., 4%.	
Number of stockholders . . . . .	37
Number of stockholders in New Hampshire . . . . .	35
Par value of capital stock held in New Hampshire . . . . .	\$11,800.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$310.20	
Accounts receivable . . . . .	89.90	
		\$400.10
Property and plant . . . . .		12,000.00
Reserve fund assets:		
Cash in savings bank . . . . .		3,888.94
Total . . . . .		\$16,289.04
<i>Liabilities.</i>		
Capital stock . . . . .		\$12,000.00
Depreciation reserves . . . . .		3,888.94
Surplus . . . . .		400.10
Total . . . . .		\$16,289.04
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$1,113.56	
Industrial sales . . . . .	285.00	
Municipal hydrant rentals . . . . .	300.00	
Miscellaneous . . . . .	18.81	
Total operating revenues . . . . .		\$1,717.37
Operating expenses:		
Distribution—		
Street department supplies and ex-		
penses . . . . .	\$79.57	
General administration—		
Salaries of general officers and		
clerks . . . . .	60.00	
Depreciation . . . . .	500.00	
Total—operating expenses . . . . .	\$639.57	
Taxes . . . . .	130.80	
Total—revenue deductions . . . . .		770.37
Net income . . . . .		\$947.00
Surplus at beginning of year . . . . .		653.10
Total surplus . . . . .		\$1,600.10
Dividends . . . . .		1,200.00
Surplus at close of year . . . . .		\$400.10

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**Miscellaneous Statistics.**

Plant constructed in 1890.

Source of supply: Crystal Lake.

Method of pumping: None, gravity system.

Diameter of trunk lines and street mains: 12", 10", 8", 6".

Pressure on mains: 86 lbs.

Number of connections:

Commercial services, 90.

Hydrants, 12.

Public buildings, 2.

Public fountains, 1.

Water motors, 2.

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# CRYSTAL SPRING WATER COMPANY.

(GEORGE O. ROBINSON, OWNER.)

CONCORD, N. H.

YEAR ENDING JUNE 30, 1912.

General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$600.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$600.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$1,000.00
Operating expenses:	
Miscellaneous labor . . . . .	300.00
Net earnings . . . . .	\$700.00

## Miscellaneous Statistics.

Plant constructed in about 1899, and is located on Portsmouth Street,  
East Concord Village.  
Source of supply: Spring.

J. E. DEARBORN.  
EAST CANDIA, N. H.  
YEAR ENDING JUNE 30, 1912.

Locality Served.	
East Candia.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$600.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$600.00
<b>Income Account.</b>	
Operating revenues:	
Commercial sales . . . . .	\$18.00
Operating expenses:	
Repairs . . . . .	\$50.00
Miscellaneous . . . . .	25.00
Total operating expenses . . . . .	75.00
Net loss . . . . .	\$57.00

**Miscellaneous Statistics.**

Plant located on land of respondent in East Candia, N. H.  
Method of pumping: Wind.



# DOW AND CARNES.

HENNIKER, N. H.

YEAR ENDING JUNE 30, 1912.

Partners.	
Geo. W. S. Dow . . . . .	Henniker, N. H.
Willis N. Carnes . . . . .	Henniker, N. H.

Locality Served.	
Henniker.	

General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$350.00
Deficit . . . . .	4.65
Total . . . . .	\$354.65
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$4.65
Capital invested . . . . .	350.00
Total . . . . .	\$354.65

Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$36.00
Industrial sales . . . . .	70.00
Total operating revenues . . . . .	\$106.00
Operating expenses:	
Commercial—	
Expenses of collection . . . . .	\$6.00
General administration—	
Miscellaneous . . . . .	25.00
Total operating expenses . . . . .	\$31.00
<i>Carried forward</i>	

<b>Income Account.—<i>Concluded.</i></b>	
Total operating revenues. <i>Brought forward</i>	\$106.00
Total operating expenses.       “       “       \$31.00	
Taxes . . . . . 10.65	
Total revenue deductions . . . . .	41.65
Net income . . . . .	\$64.35
Dividends . . . . .	69.00
Deficit at close of year . . . . .	\$4.65

**Miscellaneous Statistics.**

Plant constructed in 1876.

Source of supply: Spring located on land of M. C. Cheney.

Method of pumping: None, gravity system.

Length of trunk lines and street mains:  $\frac{1}{4}$  mile.

Number of connections:

    Commercial services, 12.

    Public fountains, 1.

# DURHAM SPRING WATER COMPANY.

(C. H. PETTEE, OWNER.)

YEAR ENDING JUNE 30, 1912.

Location of Office.

Durham, N. H.

Locality Served.

Durham.

## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$2,660.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$2,660.00

## Income Account.

Operating revenues:		
Commercial sales . . . . .		\$508.20
Operating expenses:		
Pumping—		
Pump labor . . . . .	\$40.00	
Lubricants . . . . .	12.00	
Misc. pumping station supplies and expenses . . . . .	160.00	
Maintenance of source of supply:		
Pumping sta., bldgs., fixtures, and grounds . . . . .	15.00	
Equipment . . . . .	12.00	
Total—pumping . . . . .	\$239.00	
Distribution—		
Meter and fittings dept., supplies and expenses . . . . .	160.00	
Total operating expenses . . . . .	\$399.00	
Taxes . . . . .	20.00	
Total revenue deductions . . . . .		419.00
Net earnings . . . . .		\$89.20

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**Miscellaneous Statistics.**

Plant is located on land of the respondent, and supply is obtained, except in emergencies, from a drilled well.

Method of pumping: Gasoline engines.

Length of street mains: 1 mile.

Diameter of street mains:  $1\frac{1}{4}$ ".

Pressure on mains: 40-60 lbs.

Number of connections:

Commercial services, 25.

Number of meters, 24.

Number of gallons pumped during the year: 1,500,000.

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**DURHAM.**

(See George G. Hoitt.)

(See N. H. College of Agriculture and the Mechanic Arts.)

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**EAST CANDIA.**

(See John A. Holt.)

(See J. E. Dearborn.)

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**EAST CONCORD.**

(See Crystal Spring Water Company.)

(See Mary F. Robinson.)

# SMITH F. EMERY.

CENTER HARBOR, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Center Harbor.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$1,200.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,200.00
<b>Income Account.</b>	
Operating revenues . . . . .	\$20.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$20.00

# ENFIELD AQUEDUCT COMPANY.

ENFIELD, N. H.

YEAR ENDING JUNE 30, 1912.

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## Principal Officer.

Clerk . . . . . Frank B. Williams . . . . . Enfield, N. H.

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## History.

The plant is not in operation at this time, and no debts are reported due to or from the company.

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ENFIELD.

(See Mascoma Aqueduct Company.)

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YEAR ENDING JUNE 30, 1912.

### Location of Office.

Main Street, Epping, N. H.

### Principal Officers.

President . . . . .	A. W. Mitchell . . . . .	Epping, N. H.
Clerk . . . . .	Mrs. Hattie F. Mitchell . . . . .	Epping, N. H.
Treasurer . . . . .	W. C. Brown . . . . .	Epping, N. H.
General Manager . . . . .	W. C. Brown . . . . .	Epping, N. H.

### Directors.

A. W. Mitchell . . . . .	Epping, N. H.
Mrs. Hattie F. Mitchell . . . . .	Epping, N. H.
W. C. Brown . . . . .	Epping, N. H.
Term expires: January 6, 1913.	

### History.

Date of incorporation: March 11, 1899.

Incorporated under special law of the State of New Hampshire.

### Locality Served.

Epping.

### Capital Stock.

Capital stock . . . . .	\$5,600.00
Dividends:	
Amount paid during year . . . . .	308.00
Rate, $5\frac{1}{2}\%$ .	
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	3
Par value of capital stock held in New Hampshire . . . . .	\$5,600.00

### General Balance Sheet.

#### Assets.

Cash and current assets:	
Cash . . . . .	\$18.55
Accounts receivable . . . . .	30.00
	<hr/>
	\$48.55
Materials and supplies . . . . .	40.00
Property and plant . . . . .	5,697.57
	<hr/>
Total . . . . .	\$5,786.12

#### Liabilities.

Capital stock . . . . .	\$5,600.00
Surplus . . . . .	186.12
	<hr/>
Total . . . . .	\$5,786.12

**Income Account.**

Operating revenues:		
Commercial sales . . . . .	\$379.46	
Industrial sales . . . . .	250.00	
Municipal hydrant rentals . . . . .	260.00	
Sales to municipal department . . . . .	10.00	
Miscellaneous . . . . .	20.87	
Total operating revenue . . . . .		\$920.33
Operating expenses:		
Pumping—		
Pump labor . . . . .	\$313.47	
Miscellaneous labor . . . . .	9.00	
Lubricants . . . . .	7.00	
Misc. pumping station supplies and expenses . . . . .	145.66	
Total—pumping . . . . .		\$475.13
General administration—		
General office rents, supplies and expenses . . . . .	3.13	
Total operating expenses . . . . .		\$478.26
Taxes . . . . .	24.84	
Total revenue deductions . . . . .		503.10
Net income . . . . .		\$417.23
Surplus at beginning of year . . . . .		76.89
Total surplus . . . . .		\$494.12
Dividends . . . . .		308.00
Surplus at close of year . . . . .		\$186.12

**Miscellaneous Statistics.**

Water is furnished for mechanical uses only.  
 Method of pumping: Gasoline engine.  
 Number of connections:  
 Hydrants, 13.

ERROL.

(See Nathaniel R. Leach.)



# EXETER WATER WORKS.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

News-Letter Building, Exeter, N. H.

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## Principal Officers.

President . . . . .	Edwin G. Eastman . . . . .	Exeter, N. H.
Clerk . . . . .	Chas. H. Johnson . . . . .	Exeter, N. H.
Treasurer . . . . .	Elbert Wheeler . . . . .	Nashua, N.H.
Managing Director . . . . .	Elbert Wheeler . . . . .	14 Beacon St., Boston, Mass.
Superintendent . . . . .	Chas. H. Johnson . . . . .	Exeter, N. H.

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## Directors.

Edwin G. Eastman . . . . .	Exeter, N. H.
William Wheeler . . . . .	Boston, Mass.
Wm. H. Bowker . . . . .	Boston, Mass.
Chas. A. Roby . . . . .	Nashua, N. H.
Elbert Wheeler . . . . .	Boston, Mass.
Term expires: February 4, 1913.	

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## History.

Date of incorporation: August 12, 1885. Amended: March 13, 1895.  
Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Exeter.

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Capital Stock.	
Capital stock . . . . .	\$108,350.00
Dividends:	
Amount paid during year . . . . .	5,959.25
Rate, $5\frac{1}{2}\%$ .	
Number of stockholders . . . . .	35
Number of stockholders in New Hampshire . . . . .	18
Par value of capital stock held in New Hampshire . . . . .	\$65,250.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$974.21
Notes and bills receivable . . . . .	3,510.65
Accounts receivable . . . . .	1,756.11

\$6,240.97

Materials and supplies . . . . .	913.68
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Property and plant . . . . .	183,309.93
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Total . . . . .	\$190,464.58
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*Liabilities.*

Capital stock . . . . .	\$108,350.00
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Funded debt . . . . .	50,000.00
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Depreciation and renewal reserve fund . . . . .	20,586.99
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Surplus . . . . .	11,527.59
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Total . . . . .	\$190,464.58
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## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$17,341.78
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Industrial sales . . . . .	657.47
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Municipal hydrant rentals . . . . .	2,240.00
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Sales for street sprinkling . . . . .	210.04
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Sales to municipal department . . . . .	73.92
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Miscellaneous . . . . .	321.96
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Total operating revenue . . . . .	\$20,845.17
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## Operating expenses:

## Pumping—

Superintendence . . . . .	\$1,027.96
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Pump labor . . . . .	1,170.00
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Lubricants . . . . .	28.74
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Purification supplies and expenses . . . . .	401.30
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Misc. pumping station supplies and expenses . . . . .	2,295.44
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Maintenance of source of supply—	
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Purification plant . . . . .	134.52
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Total—pumping . . . . .	\$5,057.96
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## Distribution—

Meter and fittings dept., supplies and expenses . . . . .	\$23.13
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Maintenance of trans. and dist. systems . . . . .	438.47
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Total—distribution . . . . .	\$461.60
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## General administration—

Salaries . . . . .	\$1,396.01
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General office rents, supplies and expenses . . . . .	362.21
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Miscellaneous . . . . .	541.61
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Total—general administration . . . . .	\$2,299.83
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Carried forward	\$7,819.39	\$20,845.17
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Income Account.— <i>Concluded.</i>	
Total operating revenue. <i>Brought forward</i>	\$20,845.17
Operating expenses.                   “                   “                   \$7,819.39	
Insurance . . . . .	31.25
Depreciation and renewal reserve . . . . .	2,500.00
Total operating expenses . . . . .	\$10,350.64
Taxes . . . . .	1,230.72
Total revenue deductions . . . . .	11,581.36
Gross operating income. . . . .	\$9,263.81
Non-operating revenues:	
Interest on deposits . . . . .	\$14.57
Interest and dividends from investments . . . . .	95.66
Profit on merchandise sales (net) . . . . .	32.30
Profit on piping and connections (net) . . . . .	18.25
Miscellaneous . . . . .	6.00
Total non-operating revenue . . . . .	166.78
Gross income . . . . .	\$9,430.59
Deductions from gross income:	
Interest on funded debt . . . . .	2,250.00
Net income . . . . .	\$7,180.59
Surplus at beginning of year . . . . .	10,306.25
Total surplus . . . . .	\$17,486.84
Dividends . . . . .	5,959.25
Total surplus at close of year . . . . .	\$11,527.59

#### Miscellaneous Statistics.

Plant constructed in 1886.  
 Method of pumping: Steam.  
 Length and diameter of trunk lines and street mains: 5431.7', 10"; 7711.8', 8"; 33000.6', 6"; 16,733.0', 4"; 4701.1', 1½"; 162.0', 1¼"; 1145.4', 1"; 1651.2', ¾".  
 Pressure on mains: 26–61½ lbs.  
 Number of connections:  
     Commercial services, 941.  
     Hydrants, 61.  
     Public buildings, 9.  
     Public fountains, 1.  
     Water motors, 1.  
 Number and capacity of meters: 11, ⅝"; 14, ¾"; 7, 1'; 2, 1½"; 2, 2"; 1, 4"; 1, 6".  
 Amount of water metered during year: 13,149,269 gal.  
 Amount of water pumped during the year: 115,536,012 gal.

FARMINGTON.

(See Mount Pleasant Reservoir.)

# A. B. FORBUSH.

BERLIN, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Berlin.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$6,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$6,000.00
<b>Income Account.</b>	
Operating revenues:	
Commercial sales . . . . .	\$1,167.57
Operating expenses:	
Plant—	
Superintendence . . . . .	\$200.00
Miscellaneous labor . . . . .	200.00
Maintenance of source of supply . . . . .	50.00
Total—plant expenses . . . . .	\$450.00
Commercial—	
Expenses of collection . . . . .	50.00
Depreciation . . . . .	100.00
Total operating expenses . . . . .	\$600.00
Taxes . . . . .	114.00
Total revenue deductions . . . . .	714.00
Net earnings . . . . .	\$453.57

## Miscellaneous Statistics.

Reservoir located on east side of Androscoggin River. Supply taken from three small springs.

Method of pumping: None, gravity system.

Diameter of street mains: 2".

# N. K. FORREST.

SILVER LAKE, N. H.

YEAR ENDING JUNE 30, 1912.

## Localities Served.

Silver Lake Village, in the town of Madison.

General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$1,400.00
Total . . . . .	\$1,400.00
<i>Liabilities.</i>	
Current liabilities:	
Notes and bills payable . . . . .	\$1,135.40
Surplus . . . . .	264.60
Total . . . . .	\$1,400.00
Income Account.	
Operating revenues . . . . .	\$90.00
Operating expenses . . . . .	0.00
Net income . . . . .	\$90.00
Surplus at beginning of year . . . . .	174.60
Surplus at close of year . . . . .	\$264.60

## Miscellaneous Statistics.

Plant is located on land of Mrs. N. K. Forrest, and construction was completed, June 19, 1909.

Method of pumping: None, gravity system.

Length and diameter of trunk lines and street mains: 1000', 2"; 4000', 1½".

Number and capacity of meters: None.

# FORTIER AQUEDUCT.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

## Partners.

C. E. B. Leonard . . . . .	Marlboro, N. H.
Beauregard Bros. . . . .	Marlboro, N. H.
Rev. D. C. Ling . . . . .	Lebanon, N. H.

## Locality Served.

Marlboro.

## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$3,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$3,000.00

## Income Account.

Operating revenues . . . . .	\$119.00
Operating expenses:	
Miscellaneous labor . . . . .	\$20.00
Taxes . . . . .	20.00
Total revenue deductions . . . . .	40.00
Net income . . . . .	\$79.00
Dividends . . . . .	79.00
Surplus at close of year . . . . .	0.00

## Miscellaneous Statistics.

Construction of plant completed September 16, 1883.  
 Method of pumping: None, gravity sytem.  
 Length of trunk lines:  $\frac{3}{4}$  mile.  
 Length of street mains:  $\frac{1}{4}$  mile.  
 Number of connections:  
     Commercial services, 21.  
     Public buildings, 1.  
 Number and capacity of meters: None.

# FRANCESTOWN WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main St., Francestown, N. H.

## Partners.

Geo. E. Downes . . . . .	Francestown, N. H.
Samuel E. Bryant . . . . .	Francestown, N. H.
L. M. Bixby . . . . .	Francestown, N. H.
Chas. S. Vose . . . . .	Francestown, N. H.
E. W. Farnum . . . . .	Francestown, N. H.

## Locality Served.

Francestown.

## General Balance Sheet.

<i>Assets.</i>	
Current assets:	
Accounts receivable . . . . .	\$48.00
Property and plant . . . . .	600.00
Total . . . . .	\$648.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$600.00
Surplus . . . . .	48.00
Total . . . . .	\$648.00

## Income Account.

Operating revenues:	
Commercial sales . . . . .	\$48.00
Operating expenses:	
Miscellaneous . . . . .	\$1.00
Collector's fees . . . . .	5.00
Total operating expenses . . . . .	6.00
Net income . . . . .	\$42.00
Surplus at beginning of year . . . . .	93.00
Total surplus . . . . .	\$135.00
Dividends . . . . .	87.00
Surplus at close of year . . . . .	\$48.00

## Micellaneous Statistics.

Plant constructed in about 1879, the supply being obtained from a walled spring located about  $\frac{1}{4}$  mile from Francestown Village.

Method of pumping: None, gravity system.

# FRANCONIA WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Franconia, N. H.

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## Partners.

Elmore Whipple	. . . . .	Franconia, N. H.
Mrs. T. J. Priest	. . . . .	Franconia, N. H.

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## Locality Served.

Franconia.

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## General Balance Sheet.

### *Assets.*

#### Cash and current assets:

Cash	}	. . . . .	\$429.00
Accounts receivable			
Property and plant	. . . . .	5,000.00	
Total	. . . . .	\$5,429.00	

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### *Liabilities.*

#### Current liabilities:

Taxes accrued	. . . . .	\$72.00
Capital invested	. . . . .	5,000.00
Surplus.	. . . . .	357.00
Total	. . . . .	\$5,429.00

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Income Account.	
Operating revenues . . . . .	\$490.00
Operating expenses:	
Commercial—	
Expenses of collection . . . . .	\$16.00
General administration . . . . .	30.00
Total operating expenses . . . . .	\$46.00
Taxes . . . . .	72.00
Uncollectible accounts. . . . .	15.00
Total revenue deductions . . . . .	133.00
Surplus at close of year . . . . .	\$357.00

#### Miscellaneous Statistics.

Plant constructed in 1908.  
 Source of supply: Spring located on Mt. Thayer.  
 Method of pumping: None, gravity system.  
 Length of trunk lines and street mains:  $2\frac{1}{2}$  miles.  
 Diameter of trunk lines and street mains: 3 inches.  
 Pressure on mains: 12-30 lbs.  
 Number of connections:  
   Commercial services, 49.  
   Public buildings, 2.  
 Number and capacity of meters: None.

# FRYEBURG WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Fryeburg, Maine.

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## Principal Officers.

President . . . . .	H. B. Cotton .	Center Conway, N. H.
Clerk . . . . .	William Gordon	Fryeburg, Maine.
Treasurer . . . . .	W. H. Tarbox .	Fryeburg, Maine.
Superintendent . . . . .	H. B. Cotton .	Center Conway, N. H.

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## Directors.

H. B. Cotton . . . . .	Center Conway, N. H.
W. H. Tarbox . . . . .	Fryeburg, Maine.
William Gordon . . . . .	Fryeburg, Maine.
J. F. Phillips . . . . .	Fryeburg, Maine.
S. W. Fife . . . . .	Fryeburg, Maine.
Geo. O. Warren . . . . .	Fryeburg, Maine.
Elmer Brackett . . . . .	Fryeburg, Maine.

Term expires: First Saturday in May, 1913.

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## History.

Date of incorporation: February 26, 1883.  
Incorporated under the laws of the State of Maine.

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## Localities Served.

Fryeburg, Maine, and East Conway, New Hampshire.

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## Capital Stock.

Capital stock . . . . .	\$16,000.00
Dividends:	
Amount paid during year: . . . . .	1,440.00
Rate, 9%.	
Number of stockholders . . . . .	39
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$1,900.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .		\$926.28
Property and plant . . . . .		34,511.58
Total . . . . .		\$35,437.86
<i>Liabilities.</i>		
Capital stock . . . . .		\$16,000.00
Surplus. . . . .		19,437.86
Total . . . . .		\$35,437.86
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$2,872.46	
Municipal hydrant rentals . . . . .	100.00	
Total operating revenue . . . . .		\$2,972.46
Operating expenses:		
Plant—		
Reservoir expenses . . . . .	\$300.00	
Distribution—		
Maintenance of trans. and dist. systems . . . . .	358.55	
Commercial—		
Expenses of collection . . . . .	70.00	
General administration—		
Salaries . . . . .	115.00	
Total operating expenses . . . . .	\$843.55	
Taxes . . . . .	435.00	
Total revenue deductions . . . . .		1,278.55
Gross income . . . . .		\$1,693.91
Deductions from gross income:		
Interest on unfunded debt . . . . .		15.83
Net income . . . . .		\$1,678.08
Surplus at beginning of year . . . . .		19,199.78
Total surplus . . . . .		\$20,877.86
Dividends . . . . .		1,440.00
Surplus at close of year . . . . .		\$19,437.86

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Micellaneous Statistics.

Plant constructed in 1882.

Source of supply: Brooks, Fryeburg Village, N. H.

Method of pumping: None, gravity system

Pressure on mains: 60 lbs.

Number of connections:

Hydrants, 17.

Stand pipes, 3.

Number and capacity of meters: None.

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# GLEN WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Glen, N. H.

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## Principal Officers.

President . . . . .	O. S. Lucy . . . . .	Glen, N. H.
Treasurer . . . . .	J. F. Robinson . . . . .	Glen, N. H.
General Manager . . . . .	J. F. Robinson . . . . .	Glen, N. H.

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## History.

Date of incorporation: July 18, 1895.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Glen.

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## Capital Stock.

Capital stock (not yet issued) . . . . .	\$3,000.00
Number of stockholders . . . . .	4
Number of stockholders in New Hampshire . . . . .	4

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## General Balance Sheet.

### *Assets.*

Cash and current assets:

Cash . . . . .	\$50.00
Property and plant . . . . .	2,150.00
Total . . . . .	\$2,200.00

### *Liabilities.*

Capital invested . . . . .	\$2,150.00
Surplus. . . . .	50.00
Total . . . . .	\$2,200.00

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Income Account.	
Operating revenues:	
Municipal hydrant rentals . . . . .	\$125.54
Operating expenses:	
Labor . . . . .	\$6.45
Miscellaneous . . . . .	6.79
Total operating expenses . . . . .	\$13.24
Taxes . . . . .	8.63
Total revenue deductions . . . . .	21.87
Net income . . . . .	\$103.67
Dividends . . . . .	53.67
Surplus at close of year . . . . .	\$50.00

## Miscellaneous Statistics.

Source of supply: Spring.

Method of pumping: None, gravity system.

Number and capacity of meters: None.

## GORHAM.

(See Alpine Aqueduct Company.)

# GRANNIS WATER WORKS.

(HERMON HOLT, OWNER.)

CLAREMONT, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Claremont.	
General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$2,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$2,000.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$212.00
Sales to municipal department . . . . .	18.00
Total operating revenue . . . . .	\$230.00
Operating expenses:	
Taxes . . . . .	26.00
Net earnings . . . . .	\$204.00

## Micellaneous Statistics.

Plant constructed in about 1895.  
Source of supply: Springs.  
Method of pumping: None, gravity system.  
Length of trunk lines and street mains: About 1 mile.  
Diameter of trunk lines and street mains: 3 or 4".  
Length of street mains: About 6 miles.  
Number of connections:  
Commercial services, 17.  
Number and capacity of meters: 1,  $\frac{3}{4}$ ".

# ESTATE OF EVA D. GREENWOOD.

(CLINTON COLLINS, AGENT.)

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912

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## Locality Served.

Marlboro.

Income Account.	
Operating revenues . . . . .	\$18.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$18.00

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# W. H. GRIFFIN.

AUBURN, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Auburn.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$400.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$400.00
<b>Income Account.</b>	
Operating revenues:	
Commercial sales . . . . .	\$24.00
Sales to municipal department . . . . .	25.00
Total operating revenues . . . . .	\$49.00
Operating expenses . . . . .	25.00
Net earnings . . . . .	\$24.00

## Miscellaneous Statistics.

Plant constructed in 1894.  
Source of supply: Well.  
Method of pumping: None, gravity system.  
Number of connections:  
    Commercial services, 4.  
    Public fountains, 1.

# H. H. HALL.

BATH, N. H.

YEAR ENDING JUNE 30, 1912.

Bath.		Locality Served.
<b>General Balance Sheet.</b>		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$4.17	
Notes and bills receivable . . . .	115.85	\$120.02
Material and supplies . . . . .		10.00
Property and plant . . . . .		420.50
Total . . . . .		<u>\$550.52</u>
<i>Liabilities.</i>		
Current liabilities:		
Taxes accrued . . . . .	\$7.48	
Unmatured interest . . . . .	6.00	\$13.48
Mortgage liabilities . . . . .		400.00
Depreciation reserve fund . . . . .		20.00
Surplus . . . . .		117.04
Total . . . . .		<u>\$550.52</u>
<b>Income Account.</b>		
Operating revenues:		
Commercial sales . . . . .	\$135.00	
Sales to municipal department . .	10.00	
Total operating revenues . . . . .		\$145.00
Operating expenses:		
Plant—		
Maintenance of source of supply .	\$5.50	
Distribution—		
Operating labor . . . . .	20.00	
Commercial—		
Expenses of collection . . . . .	22.50	
	<u>\$48.00</u>	\$145.00
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Operating revenues. <i>Brought forward</i>	\$145.00
Operating expenses.       “       “	\$48.00
General administration—	
Operation and maintenance of utility dept. . . . .	\$15.00
Miscellaneous general expenses . . . . .	15.00
Total—general administration . . . . .	\$30.00
Depreciation . . . . .	\$20.00
Total operating expenses . . . . .	\$98.00
Taxes . . . . .	7.48
Uncollectible accounts. . . . .	11.35
Total revenue deductions . . . . .	116.83
Gross income . . . . .	\$28.17
Deductions from gross income:	
Interest on unfunded debt . . . . .	24.00
Net income . . . . .	\$4.17
Surplus at beginning of year . . . . .	112.87
Surplus at close of year . . . . .	\$117.04

#### Miscellaneous Statistics.

Plant constructed in about 1900.

Source of supply: Spring.

Method of pumping: None, gravity system.

Diameter of mains: 1" and  $\frac{3}{4}$ ".

Number of connections:

    Commercial services, 13.

    Public buildings, 1.

Number and capacity of meters: None.

# HAMPTON WATER WORKS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Hampton, N. H.

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## Principal Officers.

President . . . .	William H. Jaques	Little Boar's Head, N. H.
Vice-President . . . .	John G. Cutler	Hampton, N. H.
Clerk . . . . .	John Scammon	Exeter, N. H.
Treasurer . . . .	Ernest G. Cole	Hampton, N. H.
Superintendent . . . .	Martin R. Jones	Hampton, N. H.

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## Directors.

William H. Jaques . . . . .	Little Boar's Head, N. H.
Edwin G. Eastman . . . . .	Exeter, N. H.
John Scammon . . . . .	Exeter, N. H.
John G. Cutler . . . . .	Hampton, N. H.
Otis H. Whittier . . . . .	Hampton, N. H.
Ernest G. Cole . . . . .	Hampton, N. H.

Term expires: March 31, 1913.

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## History.

Date of incorporation: August 14, 1889.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Hampton.

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## Capital Stock.

Capital stock . . . . .	\$37,000.00
Dividends paid during year. . . . .	None
Number of stockholders . . . . .	28
Number of stockholders in New Hampshire . . . . .	27
Par value of capital stock held in New Hampshire . . . . .	\$2,900.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$108.46
Accounts receivable . . . . .	640.13
Miscellaneous . . . . .	650.00
	<hr/>
Tools and materials . . . . .	\$1,398.59
Property and plant . . . . .	703.20
Prepayments . . . . .	67,887.14
	<hr/>
Total . . . . .	93.30
	<hr/>
Total . . . . .	\$70,082.23
<i>Liabilities.</i>	
Current liabilities:	
Notes and bills payable . . . . .	\$7,500.00
Capital stock . . . . .	37,000.00
Funded debt . . . . .	20,000.00
Surplus. . . . .	5,582.23
	<hr/>
Total . . . . .	\$70,082.23
<i>Income Account.</i>	
Operating revenues:	
Commercial sales . . . . .	\$4,072.34
Municipal hydrant rentals . . . . .	1,000.00
	<hr/>
Total operating revenues . . . . .	\$5,072.34
Operating expenses:	
Commercial . . . . .	\$2,565.10
Insurance . . . . .	25.00
	<hr/>
Total operating expenses . . . . .	\$2,590.10
Taxes . . . . .	340.93
	<hr/>
Total revenue deductions . . . . .	2,931.03
	<hr/>
Gross income . . . . .	\$2,141.31
Deductions from gross income:	
Interest on funded debt . . . . .	\$1,000.00
Interest on unfunded debt . . . . .	365.00
	<hr/>
Total deductions from gross income . . . . .	1,365.00
	<hr/>
Net income . . . . .	\$776.31
Surplus at beginning of year . . . . .	4,742.94
	<hr/>
Total surplus . . . . .	\$5,519.25
Net adjustments during year (credit) . . . . .	62.98
	<hr/>
Surplus at close of year . . . . .	\$5,582.23

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**Miscellaneous Statistics.**

Plant constructed in 1907.  
Source of supply: Wells.  
Method of pumping: Electricity and gasoline.  
Length of trunk lines: 4 miles.  
Diameter of trunk lines: 6"-8".  
Pressure on mains: 48-60 lbs.  
Number of connections:  
    Commercial services, 270.  
    Hydrants, 22.  
    Public fountains, 1.  
Number and capacity of meters: None.

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# HANOVER AQUEDUCT ASSOCIATION.

YEAR ENDING JUNE 30, 1912.

## Location of Collector's Office.

Hanover Police Office, Hanover, N. H.

## Principal Officers.

President . . . . .	John K. Lord . . . . .	Hanover, N. H.
Clerk . . . . .	Charles P. Chase . . . . .	Hanover, N. H.
Treasurer . . . . .	Gilman D. Frost . . . . .	Hanover, N. H.
Superintendent . . . . .	Gilman D. Frost . . . . .	Hanover, N. H.

## Directors.

John K. Lord . . . . .	Hanover, N. H.
Charles P. Chase . . . . .	Hanover, N. H.
Gilman D. Frost . . . . .	Hanover, N. H.
Term expires: 1913.	

## History.

Date of incorporation: December 13, 1820.

Incorporated under special law of the State of New Hampshire.

## Locality Served.

Hanover.

## Capital Stock.

Capital stock . . . . .	\$10,000.00
Dividends:	
Amount paid during year . . . . .	600 00
Rate, 6%.	
Number of stockholders . . . . .	22
Number of stockholders in New Hampshire . . . . .	18
Par value of capital stock held in New Hampshire . . . . .	\$8,500.00

## General Balance Sheet.

### Assets.

Cash and current assets:	
Cash . . . . .	\$277.03
Property and plant . . . . .	10,000.00
Treasury stock . . . . .	900.00
Stocks and bonds of other companies . . . . .	500.00
Other investments . . . . .	2,000.00
Total . . . . .	\$13,677.03
(Continued)	

General Balance Sheet.—*Concluded.*

<i>Liabilities.</i>	
Capital stock . . . . .	\$10,000.00
Surplus . . . . .	3,677.03
Total . . . . .	\$13,677.03

## Income Account.

Operating revenues:	
Commercial sales . . . . .	\$676.43
Operating expenses:	
Distribution—	
Maintenance of trans. and dist. systems . . . . .	\$93.25
Commercial—	
Expenses of collection . . . . .	28.97
General administration—	
Salaries of general officers and clerks . . . . .	100.00
Total operating expenses . . . . .	\$222.22
Taxes . . . . .	104.10
Total revenue deductions . . . . .	326.32
Gross operating income . . . . .	\$350.11
Non-operating revenues:	
Interest on deposits . . . . .	\$4.54
Interest and dividends from investments . . . . .	217.00
Total non-operating revenues . . . . .	221.54
Gross income . . . . .	\$571.65
Surplus at beginning of year . . . . .	3,705.38
Total surplus . . . . .	\$4,277.03
Dividends . . . . .	600.00
Surplus at close of year . . . . .	\$3,677.03

## Miscellaneous Statistics.

Source of supply: Nine wells, about two miles from village.  
Two of the wells date from 1820, and seven date from about 1880.

Method of pumping: None.

Diameter of mains: 2".

Number of connections:

Commercial services, 120.

Number and capacity of meters: None.



# HANOVER WATER WORKS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Hanover, N. H.

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## Principal Officers.

President . . . . .	Robert Fletcher . . . . .	Hanover, N. H.
Clerk . . . . .	Perley R. Bugbee . . . . .	Hanover, N. H.
Treasurer . . . . .	Perley R. Bugbee . . . . .	Hanover, N. H.
General Manager . . . . .	Edward P. Storrs . . . . .	Hanover, N. H.

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## Directors.

Ernest F. Nichols . . . . .	Hanover, N. H.
Robert Fletcher . . . . .	Hanover, N. H.
Edward P. Storrs . . . . .	Hanover, N. H.
Frank S. Streeter . . . . .	Concord, N. H.
Elmer F. Ford . . . . .	Hanover, N. H.
Perley R. Bugbee . . . . .	Hanover, N. H.
Edgar H. Hunter . . . . .	Hanover, N. H.

Term expires: June, 1913.

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## History.

Date of incorporation: March 31, 1893.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Hanover, N. H., and Lewiston Village, in the town of Norwich, Vt.

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## Capital Stock.

Capital stock . . . . .	\$45,000.00
Dividends:	
Amount paid during year . . . . .	2,250.00
Rate, 5%.	
Number of stockholders . . . . .	2
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$45,000.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$732.34
Open accounts . . . . .	1,100.00
Property and plant . . . . .	125,000.00
Total . . . . .	<u>\$126,832.34</u>
<i>Liabilities.</i>	
Current liabilities:	
Taxes accrued . . . . .	\$341.98
Unmatured interest on funded debt . . . . .	400.00
Unmatured interest on notes and bills payable . . . . .	<u>465.67</u>
	\$1,207.65
Capital stock . . . . .	45,000.00
Funded debt . . . . .	20,000.00
Real estate mortgages . . . . .	21,000.00
Surplus . . . . .	<u>39,624.69</u>
Total . . . . .	<u>\$126,832.34</u>
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$6,926.00
Industrial sales . . . . .	5.00
Municipal hydrant rentals . . . . .	<u>1,000.00</u>
Total operating revenues . . . . .	\$7,931.00
Operating expenses:	
Commercial—	
Expenses of collection . . . . .	\$193.47
General administration—	
Salaries . . . . .	\$400.00
General office rents, supplies and expenses . . . . .	607.61
Miscellaneous . . . . .	<u>198.94</u>
Total—general administration . . . . .	<u>\$1,206.55</u>
Insurance . . . . .	<u>\$69.00</u>
Total operating expenses . . . . .	\$1,469.02
Taxes . . . . .	<u>375.30</u>
Total revenue deductions . . . . .	1,844.32
Gross operating income . . . . .	<u>\$6,086.68</u>
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Gross operating income. <i>Brought forward</i>	\$6,086.68
Non-operating revenues:	
Real estate rentals (net) and rent ice house . . . . .	\$416.57
Apparatus rentals (net), hay, apples and wood sold . . . . .	4,252.51
Total non-operating revenue . . . . .	4,669.08
Gross income . . . . .	\$10,755.76
Deductions from gross income:	
Interest on funded debt . . . . .	\$410.00
Interest on unfunded debt . . . . .	1,045.97
Total deductions from gross income . . . . .	1,455.97
Net income . . . . .	\$9,299.79
Surplus beginning of year . . . . .	33,699.90
Total surplus . . . . .	\$42,999.69
Net adjustments during year (debit) . . . . .	1,125.00
Adjusted balance . . . . .	\$41,874.69
Dividends . . . . .	2,250.00
Surplus at close of year . . . . .	\$39,624.69

#### Miscellaneous Statistics.

Plant constructed in 1893.  
 Purchased by respondent in 1903.  
 Method of pumping: None, gravity system.  
 Length of trunk lines:  $2\frac{1}{2}$  miles.  
 Length of street mains:  $6\frac{1}{2}$  miles.  
 Pressure on mains: 55–110 lbs.  
 Number of connections:  
     Commercial services, 325.  
     Hydrants, 62.  
     Public buildings, 3.  
     Public fountains, 3.  
     Water motors, 6.  
 Number of meters: 16.

# HARTFORD WATER COMPANY.

YEAR ENDING DECEMBER 31, 1911.

## Location of Office.

White River Junction, Vt.

## Principal Officers.

President . . . . .	Charles P. Chase . . . . .	White River Jct., Vt.
Vice-President . . . . .	Thomas W. Streeter . . . . .	Boston, Mass.
Clerk . . . . .	Frank Collins . . . . .	White River Jct., Vt.
Treasurer . . . . .	S. Reed Anthony . . . . .	Boston, Mass.
General Manager . . . . .	Frank Collins . . . . .	White River Jct., Vt.

## Directors.

Charles P. Chase . . . . .	White River Jct., Vt.
Thomas W. Streeter . . . . .	Concord, N. H.
Frank Collins . . . . .	White River Jct., Vt.
Mrs. Pauline Towle . . . . .	White River Jct., Vt.
Alfred Watson . . . . .	White River Jct., Vt.
Charles Ayling . . . . .	Boston, Mass.
Term expires: January 13, 1913.	

## History.

Date of incorporation: November 24, 1890.  
 Incorporated under special law of the State of Vermont.  
 Constituted a corporation within New Hampshire by special act approved February 16, 1897.

## Localities Served.

White River Junction, Vt., and West Lebanon, N. H.

## Capital Stock.

Capital stock . . . . .	\$75,000.00
Dividends:	
Amount paid during year . . . . .	1,500.00
Rate, 2%.	
Number of stockholders . . . . .	8
Number of stockholders in New Hampshire . . . . .	3
Par value or capital stock held in New Hampshire . . . . .	\$300.00

General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$7,059.18	
Accounts receivable . . . . .	200.00	
		\$7,259.18
Property and plant . . . . .		120,000.00
Stocks and bonds of other companies . . . . .		1,000.00
Total . . . . .		\$128,259.18
<i>Liabilities.</i>		
Current liabilities:		
Accounts payable . . . . .	\$250.00	
Interest accrued on funded debt . . . . .	562.50	
Dividends accrued . . . . .	750.00	
		\$1,562.50
Capital stock . . . . .		75,000.00
Funded debt . . . . .		45,000.00
Surplus . . . . .		6,696.68
Total . . . . .		\$128,259.18
Income Account.		
Operating revenues . . . . .		\$8,939.11
Operating expenses:		
Miscellaneous . . . . .	\$1,130.15	
Taxes . . . . .	719.05	
Total revenue deductions . . . . .		1,849.20
Gross operating income . . . . .		\$7,089.91
Non-operating revenues:		
Interest and dividends from invest- ments . . . . .	\$55.84	
Miscellaneous . . . . .	114.30	
Total non-operating revenues . . . . .		170.14
Gross income . . . . .		\$7,260.05
Deductions from gross income:		
Interest on funded debt . . . . .		2,250.00
Net income . . . . .		\$5,010.05
Surplus at beginning of year . . . . .		3,186.63
Total surplus . . . . .		\$8,196.68
Dividends . . . . .		1,500.00
Surplus at close of year . . . . .		\$6,696.68

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**Miscellaneous Statistics.**

(Entire Line.)

Method of pumping: None, gravity system.

Length and diameter of trunk lines: 3000', 10"; 9000' 8".

Length of street mains: 6 miles.

Diameter of street mains: 8", 6", 4".

Pressure on mains: 60-140 lbs.

Number of connections:

Commercial services, 449.

Hydrants, 54.

Public buildings, 5.

Public fountains, 3.

Water motors, 1.

Hydraulic elevators, 1.

Number and capacity of meters: 14,  $\frac{5}{8}$ "-1 $\frac{1}{2}$ ".Amount of water metered during year: 25,795,500 gallons.

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# HENNIKER SPRING WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Henniker, N. H.

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## Principal Officers.

President . . . . .	George P. Gove . . . . .	Henniker, N. H.
Clerk . . . . .	J. C. Cogswell . . . . .	Henniker, N. H.
Treasurer . . . . .	J. C. Cogswell . . . . .	Henniker, N. H.
General Manager . . . . .	George P. Gove . . . . .	Henniker, N. H.

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## Directors.

George P. Gove . . . . .	Henniker, N. H.
John F. Gove . . . . .	Bedford, N. H.
Henry A. Emerson . . . . .	Henniker, N. H.
Wm. O. Folsom . . . . .	Henniker, N. H.
George H. Sanborn . . . . .	Henniker, N. H.
George C. Preston . . . . .	Henniker, N. H.
John C. Cogswell . . . . .	Henniker, N. H.

Term expires: September 10, 1912.

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## History.

Date of incorporation: March 7, 1885.

Amended: May 19, 1898; December 28, 1898.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Henniker.

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## Capital Stock.

Capital stock . . . . .	\$8,000.00
Dividends:	
Amount declared during year . . . . .	480.00
Rate, 6%.	
Number of stockholders . . . . .	16
Number of stockholders in New Hampshire . . . . .	14
Par value of capital stock held in New Hampshire . . . . .	\$7,100.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$100.26
Accounts receivable . . . . .	242.00

\$342.26

Property and plant . . . . .	8,000.00
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Investments . . . . .	1,140.09
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Total . . . . .	\$9,482.35
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*Liabilities.*

## Current liabilities:

Taxes accrued . . . . .	\$108.50
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Capital stock . . . . .	8,000.00
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Surplus. . . . .	1,373.85
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Total . . . . .	\$9,482.35
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## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$1,196.45
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Municipal hydrant rentals . . . . .	35.00
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Total operating revenues . . . . .	\$1,231.45
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## Operating expenses:

## Commercial—

Expenses of collection . . . . .	\$35.64
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## General administration—

Miscellaneous . . . . .	99.00
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Total operating expenses . . . . .	\$134.64
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Taxes . . . . .	228.50
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Total revenue deductions . . . . .	363.14
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Gross operating income. . . . .	\$868.31
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## Non-operating revenues:

Interest on deposits . . . . .	\$14.67
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Miscellaneous . . . . .	13.00
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Total non-operating revenues . . . . .	27.67
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Gross income . . . . .	\$895.98
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Surplus at beginning of year . . . . .	957.87
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Total surplus . . . . .	\$1,853.85
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Dividends . . . . .	480.00
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Surplus at close of year . . . . .	\$1,373.85
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**Miscellaneous Statistics.**

Plant constructed in 1884, 1892 and 1895.

Source of supply: Springs.

Length of trunk lines and street mains: 3 miles.

Diameter of trunk lines and street mains: 2''-3''.

Pressure on mains: 0-216 lbs.

Number of connections:

Commercial services, 180.

Hydrants, 7.

Public buildings, 3.

Public fountains, 1.

Water motors, 2.

Number and capacity of meters: None.

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HENNIKER.

(See Dow & Carnes.)

**HILL WATER WORKS.**  
(FRANK R. WOODWARD, OWNER.)  
YEAR ENDING JUNE 30, 1912.

Location of Office.

Main Street, Hill, N. H.

Locality Served.

Hill.

**General Balance Sheet.**

<i>Assets.</i>	
Property and plant . . . . .	\$11,500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$11,500.00

**Income Account.**

Operating revenues:	
Commercial sales . . . . .	\$476.50
Operating expenses . . . . .	300.00
Net earnings . . . . .	\$176.50

**Miscellaneous Statistics.**

Source of supply: Mostly from springs,—a small quantity is taken from brook.

Method of pumping: None, gravity system.

Length of trunk lines and street mains:  $1\frac{1}{2}$  miles.

Diameter of trunk lines and street mains: 4''-6''.

Pressure on mains: 45 lbs.

Number of connections:

Commercial services, 56.

Hydrants, 6.

Public buildings, 1.

Number and capacity of meters: None.

# GEORGE G. HOITT.

DURHAM, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Durham.	
General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$500.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$163.00
Operating expenses:	
Pumping—	
Superintendence . . . . .	\$73.00
Lubricants . . . . .	6.80
Miscellaneous . . . . .	56.00
Total—pumping . . . . .	\$135.00
Taxes . . . . .	10.00
Total revenue deductions . . . . .	145.00
Net earnings . . . . .	\$18.00

## Miscellaneous Statistics.

Plant constructed in 1894 and 1897.  
Source of supply: Springs.  
Method of pumping: Gasoline engine.  
Length of trunk lines and street mains: 1500'.  
Diameter of trunk lines and street mains: 1¼".  
Number of connections:  
Commercial services, 9.  
Number and capacity of meters: None.

HERMON HOLT.

CLAREMONT, N. H.

(See Grannis Water Works.)

# JOHN A. HOLT.

EAST CANDIA, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
East Candia.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$1,500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,500.00
<b>Income Account.</b>	
Operating revenues:	
Commercial sales . . . . .	\$240.00
Operating expenses:	
Pumping—	
Pump labor . . . . .	\$100.00
Lubricants . . . . .	5.00
Maintenance of source of supply—	
Repairs of equipment . . . . .	95.00
Total operating expenses . . . . .	200.00
Net earnings . . . . .	\$40.00

## Miscellaneous Statistics.

Source of supply: Artesian well.

Method of pumping: Wind.

Amount of water pumped during year: 60,000 gallons.

# HOOKSETT AQUEDUCT COMPANY.

(LILLIAN A. STEVENS, OWNER.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Hooksett, N. H.

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## Locality Served.

Hooksett, on west side of the Merrimack River.

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## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$700.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$700.00

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## Income Account.

Operating revenues:	
Commercial sales (est.) . . . . .	\$350.00
Sales to municipal department . . . . .	3.00
Total operating revenues . . . . .	\$353.00
Operating expenses:	
Pumping—	
Miscellaneous . . . . .	100.00
Net earnings . . . . .	\$253.00

---

## Miscellaneous Statistics.

Source of supply: Pinnacle Pond.  
 Method of pumping: Electricity.  
 Length of trunk lines and street mains: 2½ miles.  
 Number of connections:  
     Commercial services, 31.  
 Number and capacity of meters: None.

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HOOKSETT.

(See Mount St. Mary Seminary.)

# HOPKINTON VILLAGE AQUEDUCT ASSOCIATION.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Hopkinton, N. H.

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## Principal Officers.

President . . . . .	H. F. Edmunds . . . . .	Hopkinton, N. H.
Secretary and Treasurer . . . . .	H. F. Edmunds . . . . .	Hopkinton, N. H.

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## Directors.

H. F. Edmunds . . . . .	Hopkinton, N. H.
J. E. Derry . . . . .	Hopkinton, N. H.
G. W. Mills . . . . .	Hopkinton, N. H.
F. F. Flanders . . . . .	Hopkinton, N. H.
E. E. Dunbar . . . . .	Hopkinton, N. H.

Term expires: First Monday in May, 1913.

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## History.

Date of incorporation: June 19, 1840.  
 Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Hopkinton.

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## Capital Stock.

Capital stock . . . . .	\$2,587.50
Number of stockholders . . . . .	39
Number of stockholders in New Hampshire . . . . .	35
Par value of capital stock held in New Hampshire . . . . .	\$2,357.50

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General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$4,087.50
Total . . . . .	\$4,087.50
<i>Liabilities.</i>	
Notes and bills payable . . . . .	\$1,400.00
Capital stock . . . . .	2,587.50
Surplus . . . . .	100.00
Total . . . . .	\$4,087.50
Income Account.	
Operating revenues:	
Sales to municipal department . . . . .	\$35.00
Operating expenses . . . . .	0.00
Net income . . . . .	\$35.00
Surplus at beginning of year . . . . .	65.00
Surplus at close of year . . . . .	\$100.00
Miscellaneous Statistics.	
Source of supply: Artesian well.	
Method of pumping: Gasoline engine.	
Length of trunk lines and street mains: $\frac{1}{2}$ mile.	
Diameter of trunk lines and street mains: 3".	
Number of connections:	
Public buildings, 2.	
Public fountains, 1.	

# HUDSON WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Library Street, Hudson, N. H.

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## Principal Officers.

President . . . . .	Herbert Payson . . .	Portland, Maine.
Clerk . . . . .	Harry P. Greeley . . .	Nashua, N. H.
Treasurer . . . . .	Edgar R. Payson . . .	Portland, Maine.
General Manager . . . . .	W. J. Harwood . . . .	Hudson, N. H.

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## Directors.

Charles H. Payson . . . . .	Portland, Maine.
George S. Payson . . . . .	Portland, Maine.
Herbert Payson . . . . .	Portland, Maine.

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## History.

Date of incorporation: February 14, 1905.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Hudson.

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## Capital Stock.

Capital stock . . . . .	\$50,000.00
Dividends:	
Amount paid during year . . . . .	None
Number of stockholders . . . . .	3
Number of stockholders in New Hampshire . . . . .	0
Par value of capital stock held in New Hampshire . . . . .	None

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$480.11	
Accounts receivable . . . . .	1,554.12	
		\$2,034.23
Property and plant . . . . .		54,950.39
Treasury bonds . . . . .		45,000.00
Total . . . . .		\$101,984.62
<i>Liabilities.</i>		
Current liabilities:		
Notes and bills payable . . . . .		\$15,083.61
Capital stock . . . . .		50,000.00
Funded debt . . . . .		35,000.00
Surplus. . . . .		1,901.01
Total . . . . .		\$101,984.62
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$2,272.52	
Municipal hydrant rentals . . . . .	440.00	
Total operating revenues . . . . .		\$2,712.52
Operating expenses:		
Pumping—		
Lubricants . . . . .	\$19.83	
Distribution—		
Street department supplies and expenses . . . . .	\$10.75	
Meter and fittings dept., supplies and expenses . . . . .	16.88	
Maintenance of trans. and dist. systems . . . . .	2.50	
Total—distribution . . . . .	\$30.13	
Commercial—		
Expenses of collection . . . . .	\$50.00	
General administration—		
Salaries . . . . .	\$150.00	
Law expenses . . . . .	355.00	
Miscellaneous . . . . .	35.08	
Total general administration . . . . .	\$540.08	
Carried forward	\$640.04	\$2,712.52

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$2,712.52
Operating expenses.                   “       “       \$640.04	
Insurance . . . . .	4.75
Total operating expenses . . . . .	\$644.79
Taxes . . . . .	204.00
Total revenue deductions . . . . .	\$48.79
Gross operating income . . . . .	\$1,863.73
Non-operating revenues . . . . .	50.00
Gross income . . . . .	\$1,913.73
Deductions from gross income:	
Interest on funded debt . . . . .	\$1,400.00
Interest on unfunded debt . . . . .	555.16
Total deductions from gross income . . . . .	1,955.16
Net loss . . . . .	\$41.43
Surplus at beginning of year . . . . .	1,942.44
Surplus at close of year . . . . .	\$1,901.01

#### Miscellaneous Statistics.

Plant constructed in 1871, and in subsequent years; 1905, new well and extensions, and in 1911-12 the plant was reconstructed.

Method of pumping: Steam.

Length and diameter of trunk lines and street mains: 6857', 8"; 5974', 6"; 1404', 5"; 5886', 4"; 500', 3"; 6089', 2".

Pressure on mains: 30-50 lbs.

Number of connections:

    Commercial services, 136.

    Hydrants, 11.

    Public fountains, 1.

Number and capacity of meters: None.

Amount of water pumped during year: 21,900,000 gallons.

# JACKSON WATER WORKS COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Jackson, N. H.

## Principal Officers.

President . . . . .	C. W. Gray . . . . .	Jackson, N. H.
Treasurer . . . . .	C. W. Gray . . . . .	Jackson, N. H.
Clerk . . . . .	Frank M. Gray . . . . .	Jackson, N. H.

## Directors.

C. W. Gray . . . . .	Jackson, N. H.
Arthur C. Gray . . . . .	Jackson, N. H.
Frank M. Gray . . . . .	Jackson, N. H.

## History.

Date of incorporation: March 13, 1903.

Incorporated under special law of the State of New Hampshire.

## Locality Served.

Jackson.

## Capital Stock.

Capital stock (authorized but not issued) . . . . .	\$25,000.00
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## General Balance Sheet.

### Assets.

#### Cash and current assets:

Cash . . . . .	\$24.50
Property and plant . . . . .	7,667.32
Total . . . . .	\$7,691.82

### Liabilities.

Capital invested . . . . .	\$7,400.00
Surplus. . . . .	291.82
Total . . . . .	\$7,691.82

Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$674.50
Operating expenses:	
Distribution—	
Street department expenses . . .	\$182.68
Maintenance of trans. and dist. systems . . . . .	200.00
Total operating expenses . . . . .	382.68
Net income (surplus at close of year) . . . .	\$291.82

# KENDRICK & DAVIS COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

12 Water Street, Lebanon, N. H.

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## Principal Officers.

President . . . . .	S. B. Kendrick . . . . .	Lebanon, N. H.
Clerk . . . . .	R. R. Wood . . . . .	Lebanon, N. H.
Treasurer . . . . .	R. R. Wood . . . . .	Lebanon, N. H.
Superintendent . . . . .	W. H. Crozier . . . . .	Lebanon, N. H.

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## Directors.

W. H. Crozier . . . . .	Lebanon, N. H.
S. B. Kendrick . . . . .	Lebanon, N. H.
R. R. Wood . . . . .	Lebanon, N. H.

Term expires: January 14, 1913.

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## History.

Date of incorporation: October 22, 1909.  
Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Lebanon.

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## Capital Stock.

Capital stock . . . . .	\$100,000.00
Number of stockholders . . . . .	17
Number of stockholders in New Hampshire . . . . .	17
Par value of capital stock held in New Hampshire . . . . .	\$100,000.00

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Note: The furnishing of water is not the principal business of this operator. The utility is operated in connection with other business.  
Amount invested in utility, \$1,000.00.

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Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$178.95
Operating expenses:	
General administration—	
Miscellaneous . . . . .	178.95
Net earnings . . . . .	\$0.00

## Miscellaneous Statistics.

Source of supply: Springs.  
Length of street mains: 3-4 miles.  
Diameter of street mains: 2".  
Number of connections:  
Commercial services, 30.

# SAMUEL O. KIMBALL.

TAMWORTH, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Tamworth.	
General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$1,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,000.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$104.00
Net earnings . . . . .	\$104.00
Miscellaneous Statistics.	
Source of supply: Spring located about $\frac{1}{2}$ mile from Tamworth Village.	
Diameter of street mains: 2".	
Number of connections:	
Commercial services, 13.	
Public buildings, 2.	

# LUKE KNOWLTON.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

Marlboro.

## Locality Served.

### General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$200.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$200.00

### Income Account.

Operating revenues:	
Commercial sales . . . . .	\$16.00
Operating expenses:	
Maintenance of source of supply . . . . .	6.00
Net earnings . . . . .	\$10.00

### Miscellaneous Statistics.

Method of pumping: None.  
 Length of street mains: 1000'.  
 Diameter of street mains:  $\frac{3}{4}$ ".  
 Pressure on mains: 50 lbs.  
 Number of connections:  
 Commercial services, 2.



# LACONIA WATER COMPANY.

YEAR ENDING MAY 31, 1912.

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## Location of Office.

988 Union Avenue, Laconia, N. H.

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## Principal Officers.

President . . . . .	Woodbury L. Melcher .	Laconia, N. H.
Clerk . . . . .	Edmund Little . . .	Laconia, N. H.
Treasurer . . . . .	Edmund Little . . .	Laconia, N. H.
Superintendent . . . . .	Frank P. Webster . .	Lakeport, N. H.

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## Directors.

Woodbury L. Melcher . . . . .	Laconia, N. H.
Charles B. Hibbard . . . . .	Laconia, N. H.
Edmund Little . . . . .	Laconia, N. H.
Stanton Owen . . . . .	Laconia, N. H.
George H. Roby . . . . .	Lakeport, N. H.
Frank P. Webster . . . . .	Lakeport, N. H.
Charles H. Perkins . . . . .	Lakeport, N. H.

Term expires: June, 1913.

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## History.

Date of incorporation: September 7, 1883, as Laconia & Lake Village Water Works.

Amended: August 28, 1885; February 18, 1891.

Name changed: February 23, 1897.

Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Laconia.

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## Capital Stock.

Capital stock . . . . .	\$163,800.00
Dividends:	
Amount paid during year . . . . .	8,520.00
Rate, 6%.	
Number of stockholders . . . . .	148
Number of stockholders in New Hampshire . . . . .	137
Par value of capital stock held in New Hampshire . . . . .	\$137,450.00

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$13,333.33	
Accounts receivable . . . . .	3,383.40	\$16,716.73
Material and supplies . . . . .		1,951.03
Prepayments . . . . .		99.58
Property and plant . . . . .		167,773.91
Total . . . . .		\$186,541.25

*Liabilities.*

## Current liabilities:

Accounts payable . . . . .	\$1,157.55	
Taxes accrued . . . . .	445.83	
Interest on funded debt . . . . .	363.33	
Dividends accrued . . . . .	4,260.00	\$6,226.71
Capital stock . . . . .		142,000.00
Funded debt . . . . .		21,800.00
Surplus . . . . .		16,514.54
Total . . . . .		\$186,541.25

## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$21,590.44	
Industrial sales . . . . .	716.45	
Municipal hydrant rentals . . . . .	2,375.00	
Sales for street sprinkling . . . . .	247.19	
Sales to municipal department . . . . .	696.43	
Total operating revenues . . . . .		\$25,625.51

## Operating expenses:

Pumping—		
Pump labor . . . . .	\$1,200.00	
Lubricants . . . . .	61.77	
Miscellaneous . . . . .	1,806.70	
Maintenance of source of supply—		
Pumping sta., bldgs., fixtures and grounds . . . . .	188.51	
Equipment . . . . .	18.52	
Total—pumping . . . . .	\$3,275.50	

## Distribution—

Operating labor . . . . .	\$1,687.27	
Street department, sup. and ex. . . . .	770.25	
Meter and fittings dept., sup. and ex. . . . .	137.00	
Maintenance of trans. and dist. sys. . . . .	346.25	
Total—distribution . . . . .	\$2,940.77	

*Carried forward*

\$6,216.27      \$25,625.51

<b>Income Account.—Concluded.</b>	
Total operating revenues. <i>Brought forward</i>	\$25,625.51
Operating expenses.                   “           “	\$6,216.27
General administration—	
Salaries . . . . .	\$1,910.00
General office rents, sup. and ex. . . . .	364.84
Accidents and damages . . . . .	912.09
Miscellaneous . . . . .	369.15
Total—general administration . . . . .	\$3,556.08
Insurance . . . . .	\$164.33
Total operating expenses . . . . .	\$9,936.68
Taxes . . . . .	2,675.00
Total revenue deductions . . . . .	12,611.68
Gross operating income. . . . .	\$13,013.83
Non-operating revenues:	
Real estate rentals (net) . . . . .	371.00
Gross income . . . . .	\$13,384.83
Deductions from gross income:	
Interest on funded debt . . . . .	1,007.28
Net income . . . . .	\$12,377.55
Surplus at beginning of year . . . . .	17,656.99
Total surplus . . . . .	\$30,034.54
Net adjustments during year (debit) . . . . .	5,000.00
Adjusted balance . . . . .	\$25,034.54
Dividends . . . . .	8,520.00
Surplus at close of year . . . . .	\$16,514.54

### Miscellaneous Statistics.

Plant is located at Lakeport, and was constructed in 1885.

Source of supply: Lake Winnepesaukee.

Method of pumping: Steam.

Length and diameter of trunk lines and street mains: 13694', 12"; 5055', 10"; 5582', 8"; 5834', 6"; 3125', 4"; 15670', 2"; 13676', 1½"; 5560', 1¼"; 2818', 1".

Pressure on mains: 19–84 lbs.

Number of connections:

    Commercial services, 1,942.

    Hydrants, 117.

    Public buildings, 18.

    Public fountains, 3.

    Water motors, 7.

Number and capacity of meters: 1734, ½"–2".

Amount of water metered during year: 71,849,598 gals.

Amount of water pumped during year: 162,900,790 gals.

# NATHANIEL R. LEACH.

ERROL, N. H.

YEAR ENDING JUNE 30, 1912.

Errol.	Locality Served.
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$2,500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$2,500.00
<b>Income Account.</b>	
Operating revenues . . . . .	\$262.00
Operating expenses:	
Distribution—	
Maintenance of trans. and dist. systems . .	50.00
Net earnings . . . . .	\$212.00
<b>Miscellaneous Statistics.</b>	
Length of street mains: $\frac{1}{2}$ mile.	
Diameter of street mains: $1\frac{1}{4}$ ".	

LEBANON.

(See Kendrick & Davis Company.)

# LISBON WATER WORKS COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main Street, Lisbon, N. H.

## Principal Officers.

President . . . . .	H. B. Moulton . . . . .	Lisbon, N. H.
Clerk . . . . .	E. H. Hallett . . . . .	Lisbon, N. H.
Treasurer . . . . .	E. H. Hallett . . . . .	Lisbon, N. H.
Superintendent . . . . .	W. L. Chamberlin . . . . .	Lisbon, N. H.

## Directors.

H. B. Moulton . . . . .	Lisbon, N. H.
C. L. Moulton . . . . .	Lisbon, N. H.
E. H. Hallett . . . . .	Lisbon, N. H.

Term expires: January 28, 1912.

## History.

Date of organization: September 30, 1887.  
Incorporated under special law of the State of New Hampshire.

## Localities Served.

Lisbon and Landaff.

## Capital Stock.

Capital stock . . . . .	\$20,000.00
Dividends:	
Amount paid during year . . . . .	5,000.00
Rate, 25%.	
Number of stockholders . . . . .	2
Number of stockholders in New Hampshire . . . . .	2
Par value of capital stock held in New Hampshire . . . . .	\$20,000.00

## General Balance Sheet.

*Assets.*

## Cash and current assets:

Cash . . . . .	\$97.15
Miscellaneous . . . . .	30.00

\$127.15

Material and supplies . . . . . 283.00

Property and plant . . . . . 19,687.00

Total . . . . .	\$20,097.15
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*Liabilities.*

Capital stock . . . . . \$20,000.00

Surplus . . . . . 97.15

Total . . . . .	\$20,097.15
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## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$3,770.14
Industrial sales . . . . .	631.00
Municipal hydrant rentals . . . . .	1,248.00
Sales for street sprinkling . . . . .	75.00
Sales to municipal department . . . . .	155.00

Total operating revenues . . . . .	\$5,879.14
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## Operating expenses:

## Distribution—

Meter and fittings dept. supplies and expenses . . . . .	\$71.70
Maintenance of trans. and dist. systems . . . . .	375.53

Total—distribution . . . . .	\$447.23
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## Commercial—

Expenses of collection . . . . . 175.00

## General administration—

Salaries . . . . . 225.00

Total operating expenses . . . . .	\$847.23
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Taxes . . . . . 502.36

Total revenue deductions . . . . .	1,349.59
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Gross income . . . . .	\$4,529.55
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*Carried forward*

Income Account.— <i>Concluded.</i>	
Gross income. <i>Brought forward</i>	\$4,529.55
Surplus at beginning of year . . . . .	867.60
Total surplus . . . . .	\$5,397.15
Dividends . . . . .	\$5,000.00
Other payments from net income . . . . .	300.00
Total . . . . .	5,300.00
Surplus at close of year . . . . .	\$97.15

#### Miscellaneous Statistics.

Source of supply: Pearl Lake.

Length and diameter of trunk line: 1 mile, 8".

Length and diameter of street mains:  $1\frac{1}{8}$  miles, 6";  $2\frac{1}{8}$  miles, 4".

Pressure on mains: 70–100 lbs.

Number of connections:

Commercial services, 214.

Hydrants, 38.

Public buildings, 2.

Public fountains, 1.

Number and capacity of meters: 1,  $1\frac{1}{2}$ "; 1,  $1\frac{1}{4}$ ".

# JOSEPH E. LOMBARD.

COLEBROOK, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Colebrook.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$1,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,000.00
<b>Income Account.</b>	
Operating revenues . . . . .	\$346.00
Operating expenses:	
Superintendence . . . . .	\$50.00
Miscellaneous . . . . .	25.00
	\$75.00
Depreciation . . . . .	50.00
Total operating expenses . . . . .	\$125.00
Taxes . . . . .	20.50
Total revenue deductions . . . . .	145.50
Net earnings . . . . .	\$200.50

## Miscellaneous Statistics.

Plant constructed in about 1872.  
Source of supply: Springs.  
Method of pumping: None.  
Length of street mains: 1 mile.  
Diameter of street mains: 1½"-2".  
Number of connections:  
    Commercial services, 35.  
Number and capacity of meters: None.



JOHN C. LOVERIN.

CROYDON FLAT, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Croydon.	
Valuation of utility: about \$100.00.	
Income Account.	
Operating revenues:	
Sales to municipal department . . . . .	\$5.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$5.00
Miscellaneous Statistics.	
Plant constructed in about 1887.	
Source of supply: Springs.	
Number of connections:	
Commercial services, 3.	
Public fountains, 1.	
Number and capacity of meters: None.	

# LYME AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Lyme, N. H.

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## Principal Officers.

President . . . . .	Arad J. Warren . . . . .	Lyme, N. H.
Clerk . . . . .	Payson E. Fairfield. . . . .	Lyme, N. H.
Treasurer . . . . .	Payson E. Fairfield. . . . .	Lyme, N. H.

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## Directors.

David A. Grant . . . . .	Lyme, N. H.
Arad J. Warren . . . . .	Lyme, N. H.
Isaac N. Perkins . . . . .	Lyme, N. H.

Term expires: April 1, 1913.

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## History.

Date of incorporation: June 23, 1831.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Lyme.

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## Capital Stock.

Capital stock . . . . .	\$700.00
Dividends:	
Amount paid during year. . . . .	100.00
Rate, — %.	
Number of stockholders . . . . .	15
Number of stockholders in New Hampshire . . . . .	10

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$96.20
Property and plant . . . . .	700.00
Total . . . . .	<u>\$796.20</u>
<i>Liabilities.</i>	
Capital stock . . . . .	\$700.00
Surplus . . . . .	96.20
Total . . . . .	<u>\$796.20</u>
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$186.00
Operating expenses:	
Distribution—	
Labor . . . . .	\$55.72
Taxes . . . . .	13.30
Total revenue deductions . . . . .	<u>69.02</u>
Net income . . . . .	\$116.98
Surplus at beginning of year . . . . .	79.22
Total surplus . . . . .	<u>\$196.20</u>
Dividends . . . . .	100.00
Surplus at close of year . . . . .	<u>\$96.20</u>

#### Miscellaneous Statistics.

Plant constructed in about 1831.  
 Source of supply: Springs.  
 Method of pumping: None, gravity system.  
 Number of connections:  
     Commercial services, 36.  
 Number and capacity of meters: None.

#### MARLBORO.

(See W. H. Aldrich, Fortier Aqueduct, Est. of Eva D. Greenwood, Luke Knowlton, Monadnock Blanket Mills, C. S. Moors, Richardson and Collins, George O. Smith, George H. Thatcher.)

# MASCOMA AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

No. Main St., Enfield, N. H.

## Principal Officers.

President . . . . .	J. Clough . . . . .	Enfield, N. H.
Clerk . . . . .	Mrs. William Lovejoy . . . . .	Enfield, N. H.
Treasurer . . . . .	Mrs. E. Williams Lovejoy . . . . .	Enfield, N. H.
General Manager . . . . .	John L. Lovejoy . . . . .	Enfield, N. H.

## History.

Date of organization: September 19, 1881.

No record of incorporation.

## Locality Served.

Enfield.

## Capital Stock.

Capital stock . . . . .	\$270.00
Dividends:	
Amount declared during year . . . . .	None
Number of stockholders . . . . .	6
Number of stockholders in New Hampshire . . . . .	6
Par value of capital stock held in New Hampshire . . . . .	\$270.00

## General Balance Sheet.

### Assets.

Cash and current assets:	
Cash . . . . .	\$14.37
Property and plant . . . . .	270.00
Total . . . . .	\$284.37

### Liabilities.

Capital stock . . . . .	\$270.00
Surplus. . . . .	14.37
Total . . . . .	\$284.37

Income Account.	
Operating revenues . . . . .	\$13.00
Operating expenses:	
Maintenance of source of supply . . . . .	.50
Net income . . . . .	\$12.50
Surplus at beginning of year . . . . .	1.87
Surplus at close of year . . . . .	\$14.37

#### Miscellaneous Statistics.

Plant constructed in 1860.

Source of supply: A well in the "Alfred Huse" pasture, so-called, which was connected in 1887 with a spring in the "Currier" pasture, so-called, near the line between said pasture and land then owned by Lewis Cogswell.

Method of pumping: None.

Length of mains: 4950'.

Diameter of mains:  $\frac{1}{2}$ ".

Pressure on mains: 10-15 lbs.

# MERIDEN WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Meriden, N. H.

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## Principal Officers.

President . . . . .	Robert R. Penniman . . . . .	Meriden, N. H.
Vice-President . . . . .	Alvah B. Chellis . . . . .	Meriden, N. H.
Clerk . . . . .	Charles Alden Tracy . . . . .	Meriden, N. H.
Treasurer . . . . .	Frank M. Howe . . . . .	Meriden, N. H.
Superintendent . . . . .	James P. Cuddy . . . . .	Meriden, N. H.

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## Directors.

Alvah B. Chellis . . . . .	Meriden, N. H.
Robert R. Penniman . . . . .	Meriden, N. H.
Charles Alden Tracy . . . . .	Meriden, N. H.
John F. Carn . . . . .	Meriden, N. H.
Frank M. Howe . . . . .	Meriden, N. H.

Term expires: September 9, 1912.

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## History.

No record of incorporation.

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## Locality Served.

Plainfield.

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## Capital Stock.

Capital stock . . . . .	\$3,800.00
Dividends:	
Amount paid during year . . . . .	None
Number of stockholders . . . . .	14
Number of stockholders in New Hampshire . . . . .	12
Par value of capital stock held in New Hampshire . . . . .	\$2,900.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$627.53	
Accounts receivable . . . . .	268.30	\$895.83
Materials and supplies . . . . .		10.00
Property and plant . . . . .		4,510.75
Total . . . . .		<u>\$5,416.58</u>
<i>Liabilities.</i>		
Depreciation reserve fund . . . . .		\$200.00
Capital stock . . . . .		3,800.00
Surplus . . . . .		1,416.58
Total . . . . .		<u>\$5,416.58</u>
Income Account.		
Operating revenues:		
Commercial sales . . . . .		\$315.30
Operating expenses:		
Distribution—		
Operating labor . . . . .	\$26.15	
Commercial—		
Expenses of collection . . . . .	10.00	
Total operating expenses . . . . .	<u>\$36.15</u>	
Taxes . . . . .	10.08	
Repairs to reservoir . . . . .	<u>200.00</u>	
Total revenue deductions . . . . .		246.23
Net income . . . . .		<u>\$69.07</u>
Surplus at beginning of year . . . . .		1,251.79
Total surplus . . . . .		<u>\$1,320.86</u>
Net adjustments during year (credit) . . . . .		95.72
Surplus at close of year . . . . .		<u>\$1,416.58</u>

#### Miscellaneous Statistics.

Plant constructed in 1890 and 1908.

Source of supply: Two small reservoirs, fed by springs and wells.

Method of pumping: None.

Length of trunk lines and street mains: 2 miles.

Diameter of trunk lines and street mains: 2½" and 2".

Number of connections:

Commercial services, 22.

Hydrants, 1.

Number and capacity of meters: None.

# H. N. MERRILL.

WARREN, N. H.

YEAR ENDING JUNE 30, 1912.

## Locality Served.

Warren Village, N. H.

### General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$5,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$5,000.00

### Income Account.

Operating revenues . . . . .	\$197.00
Operating expenses:	
General repairs . . . . .	75.00
Net earnings . . . . .	\$122.00

## MERRIMACK.

(See United Realty Company.)



# MONADNOCK BLANKET MILLS.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Marlboro, N. H.

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## Principal Officers.

President . . . . .	E. P. Richardson . . . . .	Marlboro, N. H.
Clerk . . . . .	Fanny L. Applin . . . . .	Marlboro, N. H.
Treasurer . . . . .	C. H. Pease . . . . .	Marlboro, N. H.

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## History.

Date of incorporation: August 7, 1909.

Incorporated under the general law of the State of New Hampshire.

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## Locality Served.

Marlboro.

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## Capital Stock.

Capital stock . . . . .	\$60,000.00
Number of stockholders . . . . .	4
Number of stockholders in New Hampshire . . . . .	4
Par value of capital stock held in New Hampshire . . . . .	\$60,000.00

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## Income Account.

Operating revenues . . . . .	\$51.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$51.00

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## Miscellaneous Statistics.

In 1885, a 2" pipe line was laid from a spring, 2000 feet away, to a mill operated by the respondent, and to this pipe a few connections have been made and various consumers have been permitted to take water for about thirty years. With one exception there have been no new connections since 1885.

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Note.—The furnishing of water is not the principal business of the respondent. The utility is operated in connection with other business.

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# C. S. MOORS WATER UTILITY.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

## Partners.

Mrs. A. J. Emerson . . . . .	Marlboro, N. H.
Joseph S. Merriam . . . . .	Marlboro, N. H.
C. S. Moors . . . . .	Marlboro, N. H.

## Locality Served.

Marlboro.

## General Balance Sheet.

### Assets.

Property and plant . . . . .	\$150.00
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### Liabilities.

Capital invested . . . . .	\$150.00
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## Income Account.

Operating revenues . . . . .	\$12.00
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### Operating expenses:

Misc. general expenses . . . . .	8.00
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Net earnings . . . . .	\$4.00
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## MOUNTAINVIEW.

(See Ossipee Water & Electric Company.)

# MT. CRESCENT WATER COMPANY.

RANDOLPH, N. H.

YEAR ENDING JUNE 30, 1912.

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## Principal Officers.

President . . . . .	William Sage . . . . .	New York, N. Y.
Treasurer . . . . .	M. A. Willcox . . . . .	Malden, Mass.

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## Directors.

Caroline Cohen . . . . .	Washington, D. C.
M. A. Willcox . . . . .	Malden, Mass.
Arthur Hunt . . . . .	Randolph, N. H.
George A. Flagg . . . . .	Boston, Mass.
William Sage . . . . .	New York, N. Y.

Term expires: August, 1913.

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## History.

Date of incorporation: March 13, 1907.

Incorporated under special act of the State of New Hampshire.

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## Locality Served.

Randolph.

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## Capital Stock.

Capital stock . . . . .	\$1,800.00
Dividends:	
Amount paid during year . . . . .	90.00
Rate, 5%.	
Number of stockholders in New Hampshire . . . . .	16
Number of stockholders in New Hampshire . . . . .	4
Par value of capital stock held in New Hampshire . . . . .	\$640.00

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**General Balance Sheet.***Assets.*

## Cash and current assets:

Cash . . . . .	\$236.05
Property and plant . . . . .	1,978.49
<b>Total . . . . .</b>	<b>\$2,214.54</b>

*Liabilities.*

Capital stock . . . . .	\$1,800.00
Surplus . . . . .	414.54
<b>Total . . . . .</b>	<b>\$2,214.54</b>

**Income Account.**

## Operating revenues:

Commercial sales . . . . .	\$250.00
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## Operating expenses:

## Distribution—

Meter and fittings dept., supplies and expenses . . . . .	\$2.50
Maintenance of trans. and dist. systems . . . . .	20.00

<b>Total revenue deductions . . . . .</b>	<b>22.50</b>
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<b>Net income . . . . .</b>	<b>\$227.50</b>
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Surplus at beginning of year . . . . .	277.04
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<b>Total surplus . . . . .</b>	<b>\$504.54</b>
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Dividends . . . . .	90.00
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<b>Surplus at close of year . . . . .</b>	<b>\$414.54</b>
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**Miscellaneous Statistics.**

Method of pumping: None, gravity system.

Length and diameter of trunk lines and street mains: 5500', 2";  
1000', 1½"; 700', 1".

Pressure on mains: 200 lbs.

Number of connections:

Commercial services, 18.

Number and capacity of meters: None.

# MT. PLEASANT RESERVOIR.

(JAMES A. FLETCHER, OWNER.)

FARMINGTON, N. H.

YEAR ENDING JUNE 30, 1912.

## Locality Served.

A part of the village known as Nebraska.

## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$6,500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$6,500.00

## Income Account.

Operating revenues . . . . .	\$375.00
Operating expenses: . . . . .	
Pumping—	
Power purchased . . . . .	\$15.00
Miscellaneous . . . . .	60.00
Total operating expenses . . . . .	75.00
Net earnings . . . . .	\$300.00

## Miscellaneous Statistics.

Source of supply: Spring and an artesian well.  
 Method of pumping: Electricity.  
 Length and diameter of trunk lines and street mains: 2475', 4";  
 6000', 2".  
 Number of connections:  
     Commercial services, 50.  
     Hydrants, 5.

# MT. ST. MARY SEMINARY.

HOOKSETT, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Hooksett.	
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$35.10
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$35.10

## Miscellaneous Statistics.

Plant constructed in about 1887.

Source of supply: Brook.

Method of pumping used: None, gravity system.

Diameter and length of trunk lines: 5000', 2½".

Diameter of street mains: ¾"-1¼".

Number of connections:

Commercial services, 25 outlets.

Note.—The supplying of water is not the principal business of the respondent. The utility is operated in connection with school buildings maintained by the respondent.

The investment in the utility is estimated at \$100.00.

NASHUA.

(See Pennichuck Water Works.)

# NEW HAMPSHIRE COLLEGE OF AGRICULTURE AND THE MECHANIC ARTS.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Thompson Hall, Durham, N. H.

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NOTE.—The supplying of water is not the principal business of the respondent. The utility is operated in connection with college buildings.

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## Locality Served.

A limited portion of the village of Durham.

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Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$76.56
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$76.56

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## Miscellaneous Statistics.

Plant constructed in 1910.

Source of supply: Artesian well.

Method of pumping: Electricity.

Number of connections:

    Commercial services, 2.

    Public buildings: All college buildings of the respondent.

    Number of meters: 2.

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# NEW HAMPSHIRE SPINNING MILLS.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Canal Street, Penacook, N. H.

## Principal Officers.

President . . . . .	Marcellus Gould . . . . .	Penacook, N. H.
Clerk . . . . .	H. H. Dudley . . . . .	Concord, N. H.
General Manager . . . . .	Marcellus Gould . . . . .	Penacook, N. H.

## Directors.

Marcellus Gould . . . . .	Penacook, N. H.
Samuel C. Eastman . . . . .	Concord, N. H.
Geo. M. Kimball . . . . .	Concord, N. H.
Wm. P. Fiske . . . . .	Concord, N. H.
H. H. Dudley . . . . .	Concord, N. H.
Term expires: October, 1912.	

## Localities Served.

Concord and Boscawen.

## Income Account.

Operating revenues:	
Commercial sales . . . . .	\$210.00
Sales to public utilities . . . . .	350.00
Total operating revenues . . . . .	\$560.00
Operating expenses . . . . .	000.00
Net earnings . . . . .	\$560.00

Note.—The supplying of water is not the principal business of the respondent. The utility is operated in connection with other business.

NEW LONDON.

(See Charles E. Shepard.)



# NORTH HAVERHILL WATER COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

North Haverhill, N. H.

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## Partners.

Ezra B. Willoughby . . . . .	N. Haverhill, N. H.
George F. Kimball . . . . .	N. Haverhill, N. H.
Frank R. Dean . . . . .	N. Haverhill, N. H.

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## Locality Served.

North Haverhill.

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## General Balance Sheet.

<i>Assets.</i>	
Current assets:	
Cash . . . . .	\$342.08
Property and plant . . . . .	2,000.00
Total . . . . .	<u>\$2,342.08</u>
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$31.80
Capital invested . . . . .	2,000.00
Surplus . . . . .	310.28
Total . . . . .	<u>\$2,342.08</u>

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Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$342.08
Operating expenses:	
Commercial—	
Expenses of collection . . . . .	\$5.00
General administration—	
Miscellaneous . . . . .	11.00
Total operating expenses . . . . .	\$16.00
Taxes . . . . .	15.80
Total revenue deductions . . . . .	31.80
Net income . . . . .	\$310.28
(Surplus at close of year.)	

## Miscellaneous Statistics.

Plant constructed prior to 1862.  
Source of supply: Springs.  
Length of mains: In excess of 300 rods.  
Diameter of mains:  $1\frac{1}{2}$ ".  
Number of connections:  
Commercial services, 20.

## NORTH STRATFORD.

(See Coos & Essex Water Company.)

# NORTHUMBERLAND AQUEDUCT COMPANY.

(ARTHUR R. CHASE, OWNER.)

NORTHUMBERLAND, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Main Street, Kennebunk, Maine.

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## Locality Served.

Northumberland Falls.

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### General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$400.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$400.00

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### Income Account.

Operating revenues:	
Commercial sales . . . . .	\$65.00
Sales to municipal department . . . . .	6.00
Total operating revenues . . . . .	\$71.00
Operating expenses:	
Distribution—	
Maintenance of trans. and dist. systems . . . . .	\$10.00
Taxes . . . . .	7.50
Total revenue deductions . . . . .	17.50
Net earnings . . . . .	\$53.50

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### Miscellaneous Statistics.

Plant constructed in about 1892.

Source of supply: Spring.

Method of pumping: None.

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ORFORD.

(See Mrs. Abby G. Snow, H. W. Stetson, Henry Wheeler, Leonard Wilcox.)

# OSS�PEE WATER & ELECTRIC COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Mountainview, N. H.

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## Principal Officers.

President . . . . .	G. W. Bent . . . . .	Mountainview, N. H.
Treasurer . . . . .	E. C. Huckins . . . . .	Mountainview, N. H.
Superintendent . . . . .	Frank Palmer . . . . .	Moultonville, N. H.

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## Directors.

G. W. Bent . . . . .	Moultonville, N. H.
John Thompson . . . . .	Moultonville, N. H.
Almon Abbott . . . . .	Moultonville, N. H.
S. O. Huckins . . . . .	Mountainview, N. H.
E. W. Hodsdon . . . . .	Mountainview, N. H.
J. W. Chamberlin . . . . .	Mountainview, N. H.
Lyford A. Merrow . . . . .	Mountainview, N. H.

Term expires: July, 1912.

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## History.

Date of incorporation: March 30, 1911.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Moultonville, Mountainview and Centre Ossipee (all in town of Ossipee.)

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## Capital Stock.

Capital stock . . . . .	\$10,000.00
Dividends:	
Amount paid during year . . . . .	None
Number of stockholders . . . . .	11
Number of stockholders in New Hampshire . . . . .	11
Par value of capital stock held in New Hampshire . . . . .	\$10,000.00

---

General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$16,000.00
Total . . . . .	\$16,000.00
<i>Liabilities.</i>	
Current liabilities:	
Notes and bills payable . . . . .	\$5,500.00
Capital stock . . . . .	10,000.00
Surplus. . . . .	500.00
Total . . . . .	\$16,000.00
<i>Income Account.</i>	
Operating revenues:	
Commercial sales . . . . .	\$500.00
Net income . . . . .	\$500.00
Surplus at close of year . . . . .	\$500.00

## Miscellaneous Statistics.

Method of pumping: None, gravity system.  
Diameter of trunk lines and street mains: 2", 4", 6", 8", 10".  
Pressure on mains: 0-133 lbs.  
Number of connections:  
Commercial services, 50.  
Hydrants, 11.  
Number and capacity of meters: None.

## PENACOOK.

(See New Hampshire Spinning Mills.)

# PENNICHUCK WATER WORKS.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

144 Main St., Nashua, N. H.

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## Principal Officers.

President . . . . .	John F. Stark . . . . .	Nashua, N. H.
Clerk . . . . .	James H. Tolles . . . . .	Nashua, N. H.
Treasurer . . . . .	Harry M. Hobson . . . . .	Nashua, N. H.
Superintendent . . . . .	William F. Sullivan . . . . .	Nashua, N. H.

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## Directors.

John F. Stark . . . . .	Nashua, N. H.
Daniel W. Lakeman . . . . .	Nashua, N. H.
James H. Tolles . . . . .	Nashua, N. H.
Harry W. Ramsdell . . . . .	Nashua, N. H.
Harry M. Hobson . . . . .	Nashua, N. H.

Term expires: October, 1912.

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## History.

Date of incorporation: Incorporated as Nashville Aqueduct, June 19, 1852.  
 Amended and name changed to Pennichuck Water Works, June 27, 1853.  
 Incorporated under special law of the State of New Hampshire.

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## Locality Served.

Nashua.

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## Capital Stock.

Capital stock . . . . .	\$700,000.00
Dividends:	
Amount paid during year . . . . .	42,000.00
Rate, 6%.	
Number of stockholders . . . . .	407
Number of stockholders in New Hampshire . . . . .	343
Par value of capital stock held in New Hampshire . . . . .	\$569,600.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$876.21	
Accounts receivable . . . . .	23,606.93	
		\$24,483.14
Material and supplies . . . . .		9,641.45
Property and plant . . . . .		
Water plant . . . . .	\$814,042.82	
Utility dept. . . . .	4,746.31	
		\$18,789.13
Investments:		
U. S. Gov't bonds . . . . .		20,696.67
Total . . . . .		\$873,610.39
<i>Liabilities.</i>		
Capital stock . . . . .		\$700,000.00
Depreciation reserve fund . . . . .		25,914.00
Surplus. . . . .		147,696.39
Total . . . . .		\$873,610.39
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$71,700.25	
Industrial sales . . . . .	13,943.97	
Municipal hydrant rentals . . . . .	9,810.00	
Sales to municipal department . . . . .	1,001.10	
Miscellaneous . . . . .	1,379.87	
Total operating revenues . . . . .		\$97,835.19
Operating expenses:		
Pumping—		
Superintendence . . . . .	\$1,000.00	
Pump labor . . . . .	1,219.20	
Miscellaneous labor . . . . .	199.74	
Lubricants . . . . .	82.67	
Misc. pumping station supplies and expenses . . . . .	2,164.60	
Maintenance—		
Source of supply . . . . .	224.95	
Pumping sta., bldgs., fixtures and grounds . . . . .	150.00	
Equipment . . . . .	240.00	
Total—pumping . . . . .	\$5,281.16	\$97,835.19
<i>Carried forward</i>		

**Income Account.—Continued.**

Total operating revenues. <i>Brought forward</i>		\$97,835.19
Operating expenses.                   “           “	\$5,281.16	
Distribution—		
Operating labor	\$8,756.87	
Street department, supplies and expenses	4,241.92	
Meter and fittings dept., supplies and expenses	711.17	
Maintenance of trans. and dist. systems	1,620.33	
Total—distribution	\$15,330.29	
Commercial—		
Collection expenses	\$2,544.21	
Total—commercial	\$2,544.21	
General administration—		
Salaries of general officers and clerks	\$4,158.25	
General office rents, supplies and expenses	1,009.70	
Accidents and damages	20.00	
Law expenses	152.00	
Operation and maintenance of stores dept.	130.00	
Miscellaneous	1,546.92	
Total—general administration	\$7,016.87	
Insurance	\$633.98	
Total operating expenses	\$30,806.51	
Taxes	14,121.56	
Uncollectible bills	19.17	
Total revenue deductions		44,947.24
Gross operating income.		\$52,887.95
Non-operating revenues:		
Real estate rentals (net)	\$60.00	
Apparatus rentals (net)	10.00	
Interest on deposits	478.70	
Interest and dividends from investments	150.00	
Profit on merchandise sales	83.07	
Profit on piping and connections (net).	496.89	
Miscellaneous non-operating revenue	5,879.89	
Total non-operating revenues	\$7,158.55	\$52,887.95
<i>Carried forward</i>		



Income Account.— <i>Concluded.</i>	
Gross operating income. <i>Brought forward</i>	\$52,887.95
Total non-operating revenues " "	\$7,158.55
Non-operating expenses:	
Reservoir house . . . . .	\$738.44
Y. M. C. A. subscription . . . . .	800.00
Tools, vehicles, etc., purchased and charged off . . . . .	1,709.39
Stock used in contract work . . . . .	3,907.20
Surveying . . . . .	277.63
Total non-operating expenses . . . . .	\$7,432.66
Net non-operating revenues . . . . .	*274.11
Net income . . . . .	\$52,613.84
Surplus at beginning of year . . . . .	137,659.15
Total surplus . . . . .	\$190,272.99
Net adjustments during year (debit) . . . . .	576.60
Adjusted balance . . . . .	\$189,696.39
Dividends . . . . .	42,000.00
Surplus at close of year . . . . .	\$147,696.39

#### Miscellaneous Statistics.

Construction of plant began in 1853; continued enlarging and improving to date.

Source of supply: Mainly from wells, twenty-six in number, and springs, some distance north of the city, with an auxiliary ponds supply.

Method of pumping: Steam and hydraulic. On date of making this report, a hydro-electric pump was being installed.

Length and diameter of mains: 16,600', 24"; 17,582', 16"; 600', 14"; 14,514', 12"; 12,010', 10"; 26,492', 8"; 133,151', 6"; 61,933' 4"; 777', 3".

Pressure on mains: 0-67 lbs.

Number of connections:

Commercial services, 3,844.

Hydrants, 327.

Public buildings, 27.

Public fountains, 13.

Water motors, 7.

Hydraulic elevators, 4.

Number and capacity of meters: 2, 6"; 14, 4"; 5, 3"; 23, 2"; 39, 1½"; 93, 1"; 262, ¾"; 483, ⅝"; 22, ½".—Total, 943.

Amount of water metered during year: 338,156,750 gals.

Amount of water pumped during year: 991,484,600 gals.

\* Deficit.

C. H. PETTEE.

Durham, N. H.

(See Durham Spring Water Company.)

# PITTSFIELD AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Main Street, Pittsfield, N. H.

## Principal Officers.

President . . . . .	Sherburne J. Winslow . . . . .	Pittsfield, N. H.
Clerk . . . . .	Nathaniel S. Drake . . . . .	Pittsfield, N. H.
Treasurer . . . . .	Herbert B. Fischer . . . . .	Pittsfield, N. H.
Superintendent . . . . .	Nathaniel M. Batchelder . . . . .	Pittsfield, N. H.

## Directors.

Sherburne J. Winslow . . . . .	Pittsfield, N. H.
Charles H. Lane . . . . .	Pittsfield, N. H.
Frank W. Adams . . . . .	Pittsfield, N. H.
Charles N. Batchelder . . . . .	Pittsfield, N. H.
Frank H. Sargent . . . . .	Pittsfield, N. H.
Hiram Tuttle Folsom . . . . .	Pittsfield, N. H.
Term expires: January, 1913.	

## History.

Date of incorporation: July 2, 1870.

Amended: July 25, 1883; September 2, 1887.

Incorporated under special law of the State of New Hampshire.

## Locality Served.

Pittsfield.

## Capital Stock.

Capital stock . . . . .	\$40,000.00
Dividends:	
Amount paid during year . . . . .	3,200.00
Rate, 8%.	
Number of stockholders . . . . .	25
Number of stockholders in New Hampshire . . . . .	24
Par value of capital stock held in New Hampshire . . . . .	\$39,900.00

## General Balance Sheet.

### Assets.

Cash and current assets:		
Cash . . . . .	\$1,537.93	
Accounts receivable . . . . .	1,202.39	
		\$2,740.32
	Carried forward	

**General Balance Sheet.—Concluded.**

Cash and current assets. <i>Brought forward</i>	\$2,740.32
Material and supplies . . . . .	325.00
Property and plant . . . . .	40,000.00
Investments . . . . .	4,272.52
Special funds . . . . .	832.88
Prepayments . . . . .	1,078.25
Total . . . . .	<u>\$49,248.97</u>

*Liabilities.*

Current liabilities:	
Accounts payable . . . . .	\$15.60
Taxes accrued . . . . .	1,421.00
Miscellaneous . . . . .	200.00
	<u>\$1,636.60</u>
Capital stock . . . . .	40,000.00
Surplus. . . . .	7,612.37
Total . . . . .	<u>\$49,248.97</u>

**Income Account.**

Operating revenues:	
Commercial sales . . . . .	\$4,179.34
Industrial sales . . . . .	101.39
Municipal hydrant rentals . . . . .	2,098.50
Total operating revenues . . . . .	<u>\$6,379.23</u>
Operating expenses:	
Plant—	
Superintendence . . . . .	\$300.00
Miscellaneous . . . . .	47.36
Total—pumping . . . . .	<u>\$347.36</u>
Distribution—	
Operating labor . . . . .	\$53.72
Street department, supplies and expenses . . . . .	147.88
Total—distribution . . . . .	<u>\$201.60</u>
General administration—	
Salaries . . . . .	\$100.00
General office rents, supplies and expenses . . . . .	24.40
Miscellaneous . . . . .	7.00
Total—general administration . . . . .	<u>\$131.40</u>
Total operating expenses . . . . .	<u>\$680.36</u>
Taxes . . . . .	1,147.25
Total revenue deductions . . . . .	<u>1,827.61</u>
Gross operating income. . . . .	<u>\$4,551.62</u>
<i>Carried forward</i>	

Income Account.— <i>Concluded.</i>	
Gross operating income. <i>Brought forward</i>	\$4,551.62
Non-operating revenues:	
Interest on deposits . . . . .	\$25.22
Interest and dividends from investments . . . . .	226.00
Miscellaneous . . . . .	150.00
Total non-operating revenues . . . . .	401.22
Net income . . . . .	\$4,952.84
Surplus at beginning of year . . . . .	5,891.53
Total surplus . . . . .	\$10,844.37
Net adjustments during year (debit) . . . . .	32.00
Adjusted balance . . . . .	\$10,812.37
Dividends . . . . .	3,200.00
Surplus at close of year . . . . .	\$7,612.37

## Miscellaneous Statistics.

Plant constructed in 1884.  
 Source of supply: Berry Pond.  
 Method of pumping: None, gravity system.  
 Length and diameter of trunk lines and street mains: 7400', 10";  
 2900', 8"; 9000', 6"; 9850', 4"; 5250', 2".  
 Pressure on mains: 60-100 lbs.  
 Number of connections:  
   Commercial services, 375.  
   Hydrants, 40.  
   Public buildings, 7.  
   Public fountains, 2.  
   Water motors, 1.  
 Number and capacity of meters: None.

## RANDOLPH.

(See Mt. Crescent Water Company.)

## C. A. RICE.

## CLAREMONT, N. H.

(See Tyler Spring Water Company.)

# RICHARDSON AND COLLINS.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

## Partners.

W. W. Richardson . . . . .	Marlboro, N. H.
Clinton Collins . . . . .	Marlboro, N. H.

## Locality Served.

Marlboro.

## General Balance Sheet.

### *Assets.*

Property and plant . . . . .	\$1,200.00
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### *Liabilities.*

Capital invested . . . . .	\$1,200.00
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## Income Account.

Operating revenues . . . . .	\$30.00
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Operating expenses . . . . .	0.00
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Net earnings . . . . .	\$30.00
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# MARY F. ROBINSON.

EAST CONCORD, N. H.

YEAR ENDING JUNE 30, 1912.

## Locality Served.

East Concord (Concord).

## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$1,500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,500.00

## Income Account.

Operating revenues:	
Commercial sales . . . . .	\$161.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$161.00

## Miscellaneous Statistics.

Method of pumping: None, gravity system.

Diameter and length of trunk lines and street mains: 4950', 2" iron pipe.

Pressure on mains: 6-8 lbs.

Number of connections:

Commercial services, 15.

Public fountains, 1.

# CHARLES E. SHEPARD.

NEW LONDON, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
New London.	
General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$4,800.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$4,800.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$593.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$593.00
Miscellaneous Statistics.	
Source of supply: Artesian well.	
Method of pumping: Gasoline engine.	

## SILVER LAKE.

(See N. K. Forrest.)

# GEORGE O. SMITH.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Marlboro.	
General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$1,000.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$1,000.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$25.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$25.00
Miscellaneous Statistics.	
Method of pumping: None, gravity system.	
Length and diameter of mains: 800', 1½"; 250', 1".	
Number of connections:	
Commercial services, 1.	



MRS. ABBY G. SNOW.

ORFORD, N. H.

YEAR ENDING JUNE 30, 1912.

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Location of Office.

Riverside Terrace, Hardwick, Vt.

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Locality Served.

Orford.

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General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$500.00

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Income Account.

Operating revenues:	
Commercial sales . . . . .	\$10.00
Operating expenses . . . . .	8.00
Net earnings . . . . .	\$2.00

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Miscellaneous Statistics.

Source of supply: Spring.  
Method of pumping: None.  
Length of mains: 200'.  
Number of connections:  
Commercial services, 3.

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# WILLIAM C. STARRETT.

BENNINGTON, N. H.

YEAR ENDING JUNE 30, 1912.

Bennington.		Locality Served.
General Balance Sheet.		
<i>Assets.</i>		
Property and plant . . . . .		\$1,100.00
<i>Liabilities.</i>		
Capital invested . . . . .		\$1,100.00
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$116.32	
Sales to municipal department . . . . .	10.00	
Total operating revenues . . . . .		\$126.32
Operating expenses . . . . .		0.00
Net earnings . . . . .		\$126.32

## Miscellaneous Statistics.

Plant constructed in October and November, 1906.

Source of supply: Spring, located on Greenfield Road, so-called.

Method of pumping: None, gravity system.

Length of mains: 3350'.

Diameter of mains: 2½" and 1½".

Pressure on mains: 10 lbs.

Number of connections:

Commercial services, 12.

Public fountains, 1.

H. W. STETSON.  
ORFORD, N. H.  
YEAR ENDING JUNE 30, 1912.

Locality Served.	
Orford.	
General Balance Sheet.	
<i>Assets.</i>	
Property and plant . . . . .	\$500.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$500.00
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$15.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$15.00
Miscellaneous Statistics.	
Source of supply: Spring.	
Method of pumping: None, gravity system.	
Length of main: 1 mile.	
Diameter of street mains: 1" and $\frac{1}{2}$ ".	
Number of connections:	
Commercial services, 3.	

LILLIAN A. STEVENS.  
Hooksett.  
(See Hooksett Aqueduct Company.)

# SUNCOOK WATER WORKS.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Emery Brothers Block, Suncook, N. H.

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## Principal Officers.

President . . . . .	Rufus M. Weeks . . . . .	Suncook, N. H.
Vice-President . . . . .	Arthur B. Weeks . . . . .	Manchester, N. H.
Clerk . . . . .	George E. Miller . . . . .	Suncook, N. H.
Treasurer . . . . .	Eugene S. Head . . . . .	Hooksett, N. H.
General Manager and Superintendent }	Curtis E. Dalton . . . . .	Suncook, N. H.

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## Directors.

Rufus M. Weeks . . . . .	Suncook, N. H.
Curtis E. Dalton . . . . .	Suncook, N. H.
George E. Miller . . . . .	Suncook, N. H.
Arthur B. Weeks . . . . .	Manchester, N. H.
Eugene S. Head . . . . .	Hooksett, N. H.

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## History.

Date of incorporation: February 19, 1891.

Amended: February 26, 1895.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Pembroke and Allenstown.

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## Capital Stock.

Capital stock . . . . .	\$100,000.00
Dividends:	
Amount paid during year . . . . .	4,500.00
Rate, $4\frac{1}{2}\%$ .	
Number of stockholders . . . . .	10
Number of stockholders in New Hampshire . . . . .	10
Par value of capital stock held in New Hampshire . . . . .	\$100,000.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$5.85	
Notes and bills receivable . . . . .	100.00	
		\$105.85
Material and supplies . . . . .		100.00
Property and plant . . . . .		101,292.38
Total . . . . .		\$101,408.23
<i>Liabilities.</i>		
Capital stock . . . . .		\$100,000.00
Surplus . . . . .		1,408.23
Total . . . . .		\$101,408.23
Income Account.		
Operating revenues:		
Municipal hydrant rentals . . . . .	\$1,300.00	
Miscellaneous . . . . .	5,982.95	
Total operating revenues . . . . .		\$7,282.95
Operating expenses:		
Pumping—		
Superintendence . . . . .	\$650.00	
Miscellaneous . . . . .	855.82	
Total operating expenses . . . . .	\$1,505.82	
Taxes . . . . .	65.10	
Total revenue deductions . . . . .		1,570.92
Gross operating income . . . . .		\$5,712.03
Non-operating revenues:		
Real estate rentals (net) . . . . .		96.00
Gross income . . . . .		\$5,808.03
Surplus at beginning of year . . . . .		100.20
Total surplus . . . . .		\$5,908.23
Dividends . . . . .		4,500.00
Surplus at close of year . . . . .		\$1,408.23

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**Miscellaneous Statistics.**

Plant constructed in 1895.

Source of supply: Oak Hill section, so-called, in Allenstown.

Method of pumping: Electricity and gasoline. (Mostly a gravity system.)

Length of trunk lines and street mains: 8 miles.

Diameter of trunk lines and street mains: 6", 8", 10", 12".

Pressure on mains: 50-110 lbs.

Number of connections:

Commercial services, 350.

Hydrants, 52.

Public buildings, 4.

Water motors, 1.

Number of meters: 100.

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**SUNCOOK.**

(See Baker & Dearborn.)

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**TAMWORTH.**

(See Samuel O. Kimball.)

# GEORGE H. THATCHER.

MARLBORO, N. H.

YEAR ENDING JUNE 30, 1912.

Locality Served.	
Marlboro.	
<b>General Balance Sheet.</b>	
<i>Assets.</i>	
Property and plant . . . . .	\$100.00
<i>Liabilities.</i>	
Capital invested . . . . .	\$100.00
<b>Income Account.</b>	
Operating revenues:	
Commercial sales . . . . .	\$25.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$25.00
<b>Miscellaneous Statistics.</b>	
Source of supply: Wells.	

# TILTON & NORTHFIELD AQUEDUCT COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Tilton, N. H.

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## Principal Officers.

President . . . . .	Arthur S. Brown . . . . .	Tilton, N. H.
Clerk . . . . .	William B. Fellows . . . . .	Tilton, N. H.
Treasurer . . . . .	William H. Moses . . . . .	Tilton, N. H.
Superintendent . . . . .	Mark G. Keiser . . . . .	Tilton, N. H.

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## Directors.

William H. Moses . . . . .	Tilton, N. H.
Arthur S. Brown . . . . .	Tilton, N. H.
George B. Rogers . . . . .	Tilton, N. H.

Term expires: January, 1913.

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## History.

Date of incorporation: June 21, 1887.  
 Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Tilton and Northfield.

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Capital Stock.	
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Capital stock . . . . .	\$87,400.00
Dividends:	
Amount paid during year . . . . .	5,244.00
Rate, 6%.	
Number of stockholders . . . . .	4
Number of stockholders in New Hampshire . . . . .	4
Par value of capital stock held in New Hampshire . . . . .	\$87,400.00

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General Balance Sheet.	
<i>Assets.</i>	
Cash and current assets:	
Cash . . . . .	\$905.55
Property and plant . . . . .	88,508.05
Total . . . . .	<u>\$89,413.60</u>
<i>Liabilities.</i>	
Current liabilities:	
Accounts payable . . . . .	\$1,250.00
Capital stock . . . . .	87,400.00
Surplus. . . . .	763.60
Total . . . . .	<u>\$89,413.60</u>
Income Account.	
Operating revenues . . . . .	\$9,636.02
Operating expenses:	
Distribution—	
Operating labor . . . . .	\$117.11
Street department, supplies and expenses . . . . .	111.69
Total—distribution . . . . .	<u>\$228.80</u>
General administration—	
Salaries . . . . .	2,850.00
Total operating expenses . . . . .	<u>\$3,078.80</u>
Taxes . . . . .	923.31
Total revenue deductions . . . . .	<u>4,002.11</u>
Gross operating income. . . . .	\$5,633.91
Non-operating revenues . . . . .	23.00
Net income . . . . .	<u>\$5,656.91</u>
Surplus at beginning of year . . . . .	350.69
Total surplus . . . . .	<u>\$6,007.60</u>
Dividends . . . . .	5,244.00
Surplus at close of year . . . . .	<u>\$763.60</u>

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**Miscellaneous Statistics.**

Plant constructed in 1888.

Source of supply: Chestnut Pond.

Method of pumping: None, gravity system.

Diameter of mains: 10", 8", 6".

Pressure on mains: 80-100 lbs.

Number of connections:

Commercial services, 566.

Hydrants, 35.

Public buildings, 2.

Public fountains, 1.

Number and capacity of meters: 1, 1½"; 1, ¾".

Amount of water metered during year: 296,858 cu. ft.

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# TYLER SPRING WATER SYSTEM.

(C. A. RICE, OWNER.)

YEAR ENDING JUNE 30, 1912.

## Location of Office.

139 Main Street, Claremont, N. H.

## Locality Served.

Claremont.

## General Balance Sheet.

<i>Assets.</i>	
Property and plant . . . . .	\$7,500.00
<i>Liabilities.</i>	
Real estate mortgages . . . . .	\$7,500.00

## Income Account.

Operating revenues:	
Commercial sales . . . . .	\$1,087.92
Operating expenses:	
Distribution—	
Operating labor . . . . .	\$75.00
General administration—	
General office rents, supplies and expenses . . . . .	35.00
Total operating expenses . . . . .	\$110.00
Taxes . . . . .	105.00
Total revenue deductions . . . . .	215.00
Gross income . . . . .	\$872.92
Deductions from gross income:	
Interest on unfunded debt . . . . .	425.00
Net earnings . . . . .	\$447.92

## Miscellaneous Statistics.

Source of supply: Springs.

Method of pumping: None, gravity system.

Length and diameter of trunk lines:  $1\frac{1}{2}$  miles, 3";  $\frac{2}{3}$  mile, 2".

Length and diameter of street mains: 5 miles,  $\frac{3}{8}$ "-1".

Pressure on mains: 25-50 lbs.

Number of connections:

Commercial services, 164.

Number and capacity of meters: None.

# UNITED REALTY COMPANY.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Depot Street, Merrimack, N. H.

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## Principal Officers.

President . . . .	J. Franklin McElwain . . . .	Boston, Mass.
Vice-President . . . .	Charles J. Prescott . . . .	Boston, Mass.
Clerk . . . .	Stanley King . . . .	Boston, Mass.
Treasurer . . . .	Edward S. Prescott . . . .	Boston, Mass.

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## Directors.

J. Franklin McElwain . . . . .	Boston, Mass.
Charles J. Prescott . . . . .	Boston, Mass.
Edward S. Prescott . . . . .	Boston, Mass.
Stanley King . . . . .	Boston, Mass.

Term expires: First Tuesday of June, 1913.

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## History.

Date of incorporation: February 13, 1907.  
Incorporated under the general law of the State of Maine.

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## Locality Served.

Merrimack.

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## Capital Stock.

Capital stock . . . . .	\$5,000.00
Dividends:	
Amount paid during year . . . . .	None
Number of stockholders . . . . .	5
Number of stockholders in New Hampshire . . . . .	0
Par value of capital stock held in New Hampshire . . . . .	0

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## General Balance Sheet.

*Assets.*

## Cash and current assets:

Accounts receivable . . . . .	\$118.00
Property and plant . . . . .	2,500.00
Deficit . . . . .	2,382.00
Total . . . . .	\$5,000.00

*Liabilities.*

Capital stock . . . . .	\$5,000.00
Total . . . . .	\$5,000.00

## Income Account.

## Operating revenues:

Commercial sales . . . . .	\$223.77
Industrial sales . . . . .	2.50

Total operating revenues . . . . .	\$226.27
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## Operating expenses:

Pumping . . . . .	\$196.27
Distribution— Maintenance . . . . .	30.00

Total deductions . . . . .	226.27
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Net income . . . . .	\$0.00
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Deficit at beginning of year . . . . .	2,382.00
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Deficit at close of year . . . . .	\$2,382.00
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## Miscellaneous Statistics.

Date of construction of plant unknown.

Source of supply: Souhegan River.

Method of pumping: Electricity.

Pressure on mains: 65 lbs.

Number of connections:

Commercial services, 41.

Number and capacity of meters: None.

Amount of water pumped during year: 27,331,200 gals.

# WALPOLE WATER & SEWER COMPANY.

YEAR ENDING JUNE 30, 1912.

## Location of Office.

Westminster Street, Walpole, N. H.

## Principal Officers.

President . . . . .	Wallace L. Mason . . . . .	Keene, N. H.
Clerk and Treasurer . . . . .	Clifford L. Sturtevant . . . . .	Walpole, N. H.
Superintendent . . . . .	Warren D. Knowlton . . . . .	Walpole, N. H.

## Directors.

Charles P. Howland . . . . .	37 Wall St., New York
Wallace L. Mason . . . . .	Keene, N. H.
Frederick Nichols . . . . .	Walpole, N. H.
Thomas B. Peck . . . . .	Walpole, N. H.
Horace A. Perry . . . . .	Walpole, N. H.
Harry B. Robeson . . . . .	Walpole, N. H.
Charles H. Slade . . . . .	Walpole, N. H.
Frank A. Spaulding . . . . .	Walpole, N. H.
Clifford L. Sturtevant . . . . .	Walpole, N. H.
Term expires: 1913.	

## History.

Date of incorporation: February 17, 1903.  
Incorporated under special law of the State of New Hampshire.

## Locality Served.

Walpole.

## Capital Stock.

Capital stock:	
Preferred . . . . .	\$28,000.00
Common . . . . .	19,900.00
Dividends:	
Preferred--	
Amount paid during year . . . . .	1,120.00
Rate, 4%	
Common . . . . .	None
Number of stockholders . . . . .	58
Number of stockholders in New Hampshire . . . . .	55
Par value of capital stock held in New Hampshire . . . . .	\$43,900.00

General Balance Sheet.		
<i>Assets.</i>		
Property and plant . . . . .		\$51,437.12
Material and supplies . . . . .		264.55
Total . . . . .		<u>\$51,701.67</u>
<i>Liabilities.</i>		
Current liabilities:		
Notes and bills payable . . . . .	\$400.00	
Overdraft at bank . . . . .	302.67	
		<u>\$702.67</u>
Capital stock—preferred . . . . .		28,000.00
Capital stock—common . . . . .		19,900.00
Surplus . . . . .		3,099.00
Total . . . . .		<u>\$51,701.67</u>
Income Account.		
Operating revenues:		
Commercial sales . . . . .	\$2,267.65	
Municipal hydrant rentals . . . . .	500.00	
Sales to municipal department . . . . .	16.00	
Total operating revenues . . . . .		<u>\$2,783.65</u>
Operating expenses:		
Maintenance . . . . .	\$263.62	
General administration—		
Salaries . . . . .	\$200.00	
General office rents, supplies and expenses . . . . .	26.14	
Total—general administration . . . . .	<u>\$226.14</u>	
Total operating expenses . . . . .	<u>\$489.76</u>	
Taxes . . . . .	193.50	
Total revenue deductions . . . . .		<u>683.26</u>
Gross operating income . . . . .		<u>\$2,100.39</u>
Non-operating revenues:		
Real estate rentals (net) . . . . .		115.00
Gross income . . . . .		<u>\$2,215.39</u>
<i>Carried forward</i>		

<b>Income Account.—Concluded.</b>	
Gross income. <i>Brought forward</i>	\$2,215.39
Deductions from gross income:	
Interest on unfunded debt . . . . .	104.40
Net income . . . . .	\$2,110.99
Surplus at beginning of year . . . . .	2,108.01
Total surplus . . . . .	\$4,219.00
Dividends . . . . .	1,120.00
Surplus at close of year . . . . .	\$3,099.00

### Miscellaneous Statistics.

Plant constructed in 1904.

Source of supply: Reservoir located about two miles east of Walpole Village; distributing reservoir situated three-fourths of a mile east of said village.

Method of pumping: None, gravity system.

Length of mains: 4 miles.

Diameter of mains: 4''–10''.

Pressure on mains: 60–124 lbs.

Number of connections :

Commercial services, 142.

Hydrants, 21.

Public buildings, 1.

Public fountains, 2.

Number and capacity of meters: 138,  $\frac{5}{8}$ ''.

### WARREN.

(See H. N. Merrill.)



**WENTWORTH HALL.**  
(M. C. WENTWORTH, MANAGER.)  
YEAR ENDING JUNE 30, 1912.

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**Location of Office.**

Jackson, N. H.

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**Locality Served.**

Jackson.

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Note.—The supplying of water is not the principal business of the respondent. The utility is operated in connection with other business.

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<b>Income Account.</b>	
Operating expenses:	
Commercial sales . . . . .	\$25.00
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$25.00

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**Miscellaneous Statistics.**

Plant constructed in 1880.

Source of supply: Wildcat Brook.

Number of connections:

Commercial services other than the respondent, 1.

Investment in property devoted to utility purposes: Unknown.

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# HENRY WHEELER.

ORFORD, N. H.

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

511 Sears Building, Boston, Mass.

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## Locality Served.

Orford.

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## Income Account.

Operating revenues:	
Miscellaneous . . . . .	\$52.50
Operating expenses . . . . .	0.00
Net earnings . . . . .	\$52.50

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## Miscellaneous Statistics.

Plant constructed prior to 1882.

Source of supply: Two springs on land of respondent.

Method of pumping: None, gravity system.

Number of connections:

Commercial services other than respondent, 8.

Investment in property devoted to utility purposes: Unknown.

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# LEONARD WILCOX.

ORFORD, N. H.

YEAR ENDING SEPTEMBER 30, 1911.

Locality Served.	
Orford.	
Income Account.	
Operating revenues:	
Commercial sales . . . . .	\$44.00
Operating expenses:	
Distribution—	
Operating labor and repairs . . . . .	\$7.35
Maintenance . . . . .	10.00
Total revenue deductions . . . . .	17.35
Gross operating income. . . . .	\$26.65
Non-operating revenues . . . . .	14.00
Net earnings . . . . .	\$40.65

## Miscellaneous Statistics.

Source of supply: Spring.

Number of connections:

Commercial services other than respondent, 6-7.

Investment in property devoted to utility purposes: Unknown.

# WOODSVILLE AQUEDUCT COMPANY.

(Furnishing water and electricity.)

YEAR ENDING JUNE 30, 1912.

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## Location of Office.

Woodsville, N. H.

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## Principal Officers.

President . . . .	Ezra B. Mann . . . .	Woodsville, N. H.
Treasurer . . . .	Carroll C. Rinehart . . . .	Woodsville, N. H.
Superintendent . . . .	George E. Cummings . . . .	Woodsville, N. H.

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## Directors.

George E. Cummings . . . . .	Woodsville, N. H.
George E. Mann . . . . .	Woodsville, N. H.
T. Jefferson Cree . . . . .	Concord, N. H.
Joseph M. Howe . . . . .	Woodsville, N. H.
David Whiteher . . . . .	Woodsville, N. H.
Carroll C. Rinehart . . . . .	Woodsville, N. H.
Ezra B. Mann . . . . .	Woodsville, N. H.

Term expires: January 1, 1913.

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## History.

Date of incorporation: August 25, 1885.

Amended: August 24, 1887.

Incorporated under special law of the State of New Hampshire.

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## Localities Served.

Haverhill (Woodsville) and Bath, N. H., and Wells River, Vt.

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## Capital Stock.

Capital stock . . . . .	\$30,000.00
Dividends:	
Amount paid during year . . . . .	1,200.00
Rate, 4%.	
Number of stockholders . . . . .	22
Number of stockholders in New Hampshire . . . . .	13
Par value of capital stock held in New Hampshire . . . . .	\$11,950.00

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General Balance Sheet.		
<i>Assets.</i>		
Cash and current assets:		
Cash . . . . .	\$5,359.56	
Notes and bills receivable . . . . .	5,585.18	
		\$10,944.74
Special deposits . . . . .		2,000.00
Property and plant . . . . .		60,838.40
Total . . . . .		\$73,783.14
<i>Liabilities.</i>		
Current liabilities:		
Notes and bills payable . . . . .		\$3,065.45
Capital stock . . . . .		30,000.00
Funded debt . . . . .		30,000.00
Surplus . . . . .		10,717.69
Total . . . . .		\$73,783.14
Income Account.		
Operating revenues:		
Water—		
Commercial sales . . . . .	\$5,052.08	
Industrial sales . . . . .	162.83	
Municipal hydrant rentals . . . . .	500.00	
Total—water . . . . .	\$5,714.91	
Electric—		
Commercial lighting . . . . .	\$6,446.41	
Municipal lighting . . . . .	1,177.48	
Merchandise and jobbing . . . . .	27.07	
Total—electric . . . . .	\$7,650.96	
Total operating revenues . . . . .		\$13,365.87
Operating expenses:		
Miscellaneous . . . . .	\$3,504.34	
Supplies . . . . .	225.40	
Maintenance . . . . .	301.57	
Fuel . . . . .	777.27	
Salaries . . . . .	550.00	
General office expenses . . . . .	24.52	
Insurance . . . . .	44.00	
Total operating expenses . . . . .	\$5,427.10	
Taxes . . . . .	805.92	
Total revenue deductions . . . . .		6,233.02
Gross income . . . . .		\$7,132.85
<i>Carried forward</i>		

<b>Income Account.—<i>Concluded.</i></b>	
Gross income. <i>Brought forward</i>	\$7,132.85
Deductions from gross income:	
Interest on funded debt . . . . .	\$1,200.00
Miscellaneous . . . . .	36.88
Total deductions . . . . .	1,236.88
Net income . . . . .	\$5,895.97
Surplus at beginning of year . . . . .	7,221.72
Total surplus . . . . .	\$13,117.69
Net adjustments during year (debit) . . . . .	1,200.00
Adjusted balance (surplus) . . . . .	\$11,917.69
Dividends . . . . .	1,200.00
Surplus at close of year . . . . .	\$10,717.69

**Miscellaneous Statistics.**

(Water.)

Plant constructed in 1887.

Method of pumping: Hydraulic pump and auxiliary steam pump.

Diameter of trunk lines: 8".

Diameter of street mains: 4"-6".

Pressure on mains: 40-70 lbs.

Number of connections:

Commercial services, 290.

Hydrants, 25.

Public buildings, 1.

Public fountains, 1.

Water motors, 2.

Hydraulic elevators, 3.

Number and capacity of meters: None.

Amount of water pumped during year: 146,000,000 gal.

**Services Rendered.**

(Electric.)

Name of municipality: Woodsville.

Number of consumers: 206.

Number of meters in service: 188.

FRANK R. WOODWARD.

Hill, N. H.

(See Hill Water Works.)

## Water Utilities.

NAME OF UTILITY.	Capital stock outstanding.	Funded debt outstanding.	Fixed capital.	Cash and current assets, excluding material and supplies.	Current liabilities.	Gross income of the utility.	Total deductions, including operating expenses.	Net income.	Deficit.	Div. %
Aldrich, W. H. ....	\$400.00		\$400.00	\$25.89		\$116.50	\$333.86	\$116.50		
Alpine Aqueduct Co. ....	23,200.00		23,200.00			1,243.46	738.00	909.60		
Alton & Alton Bay Water Co. ....	32,000.00		32,000.00	1,925.00	\$1,870.00	2,013.00	738.00	1,275.00		3½
Baker & Dearborn. ....	2,000.00		2,000.00			470.50	307.81	162.69		
Bath Village Water Co. ....	418.00		418.00	9.50	7.36	168.08	217.74		\$49.66	
Bennington Water Works Co. ....	12,500.00	\$12,500	26,100.68	193.01	13,580.00	1,844.74	1,631.05	213.69		
Berlin Water Co. ....	100,000.00	175,000	447,634.17	5,313.22	761.48	37,090.42	29,269.43	7,820.99		
Bristol Aqueduct Co. ....	27,500.00		35,549.97	1,854.41	271.25	3,796.55	1,155.79	2,640.76		2
Bristol Water Power Co. ....	15,000.00		15,000.00	1,716.25	1,223.35	1,218.27	434.19	784.08		6
Claremont Aqueduct Co. ....	100.00		100.00			1.50	1.50			
Colebrook Water Co. ....	40,000.00	27,400	70,406.62	1,446.42	1,442.23	4,736.69	2,300.28	2,436.41		a
Concord Heights Water Co. ....	2,100.00		2,100.00		297.28	535.59	832.87		237.28	
Coos & Essex Water Co. ....	25,000.00		7,000.00			1,050.00	400.00	650.00		b
Crystal Lake Water Co. ....	12,000.00		12,000.00	400.10		1,717.37	770.37	947.00		c
Crystal Spring Water Co. ....	600.00		600.00			1,000.00	300.00	700.00		
Deatborn, J. E. ....	600.00		600.00			18.00	75.00		57.00	
Dow and Carnes. ....	350.00		350.00		4.65	106.00	41.65	64.35		
Durham Spring Water Co. ....	2,680.00		2,680.00			508.20	419.00	89.20		
Emery, Smith F. ....	1,200.00		1,200.00			20.00		20.00		
Hinfield Aqueduct Co. ....										
Hopping Water Co. ....	5,600.00		5,697.57	48.55		920.33	503.10	417.23		5½
Exeter Water Works. ....	108,350.00	50,000	183,309.93	6,240.97		21,011.95	13,831.36	7,180.59		5½
Forbush, A. B. ....	6,000.00		6,000.00			1,167.57	714.00	453.57		
Forrest, N. K. ....			1,400.00		1,135.40	90.00		90.00		
Fortier Aqueduct. ....	3,000.00		3,000.00			119.00	40.00	79.00		d
Francestown Water Co. ....	600.00		600.00	48.00		48.00	6.00	42.00		e
Franconia Water Co. ....	5,000.00		5,000.00	420.00	72.00	490.00	133.00	357.00		
Fryeburg Water Co. ....	16,000.00		34,511.38	926.28		2,972.46	1,294.38	1,678.08		9
Glen Water Co. ....	2,150.00		2,150.00	50.00		125.54	21.87	103.67		f
Granville Water Works. ....	2,000.00		2,000.00			230.00	26.00	204.00		
Greenwood, Est. of Eva D. ....			g			18.00		18.00		

Griffin, W. H.	400.00	400.00	400.00	420.50	130.02	13.48	49.00	25.00	24.00	
Hall, H. H.			67,887.14	1,398.59	7,500.00		145.00	140.83	4.17	
Hampton Water Works Co.	37,000.00	20,000	10,000.00	277.03			5,072.34	4,296.03	776.31	
Hanover Aqueduct Ass'n.	10,000.00	20,000	125,000.00	732.34	1,207.65		897.97	326.32	91.65	6
Hanover Water Works Co.	45,000.00	45,000	120,000.00	7,259.18	250.00		12,600.08	3,300.29	9,299.79	5
Hartford Spring Water Co.	8,000.00		8,000.00	342.26	108.50		9,109.25	4,099.20	5,010.05	6
Hill Water Works	11,500.00		11,500.00				1,259.12	363.14	895.98	
Hoitt, George G.	500.00		500.00				476.50	300.00	176.50	
Holt, John A.	1,500.00		1,500.00				163.00	148.00	15.00	
Hooksett Aqueduct Co.	700.00		700.00				240.00	200.00	40.00	
Hopkinton Village Aqueduct Ass'n.	2,587.50		4,087.50	1,400.00			353.00	100.00	253.00	
Hudson Water Co.	50,000.00	35,000	54,950.39	2,034.23	15,083.61		35.00		35.00	
Jackson Water Works Co.	7,400.00		7,667.32	24.50			2,762.52	2,803.95		41.43
Kendrick & Davis Co.			x x				674.50	382.68	291.82	
Kimball, Samuel O.	1,000.00		1,000.00				178.95	178.95		
Knowlton, Luke	200.00		200.00				104.00		104.00	
Laconia Water Co.	142,000.00	21,500	167,773.91	16,716.73	6,226.71		16.00	6.00	10.00	
Leach, Nathaniel R.	2,500.00		2,500.00				25,996.51	13,618.96	12,377.55	6
Lisbon Water Works Co.	20,000.00		19,687.00	107.15			262.00	50.00	212.00	
Lombard, Joseph E.	1,000.00		1,000.00				5,879.14	1,349.55	4,529.55	25
Loverin, John C.			x x				346.00	145.50	200.50	
Lyme Aqueduct Co.	700.00		700.00	96.20			5.00			
Mascoma Aqueduct Co.	270.00		270.00	14.37			186.00	69.02	116.98	h
Meriden Water Co.	3,800.00		4,510.75	895.83			13.00	50.00	12.50	
Merrill, H. N.	3,000.00		5,000.00				315.30	246.23	69.07	
Moors, C. S.	150.00		150.00				197.00	75.00	122.00	
Monadnock Blanket Mills.			x x				12.00	8.00		
Mt. Pleasant Water Co.	1,800.00		1,978.49	236.05			51.00		51.00	5
Mt. Pleasant Reservoir.	6,500.00		6,500.00				250.00	22.50	227.50	
Mt. St. Mary Seminary			x x				375.00	75.00	300.00	
N. H. College of Agriculture and the Mechanic Arts			x x				35.10		35.10	
New Hampshire Spinning Mills			x x				76.56		76.56	
North Haverhill Water Co.	2,000.00		2,000.00	342.08	31.80		560.00	31.80	560.00	
Northumberland Aqueduct Co.	400.00		400.00				342.08	310.28	310.28	
Ossipee Water & Electric Co.	10,000.00		16,000.00		5,500.00		71.00	17.50	53.50	
Pennichuck Water Works	700,000.00		814,042.82	24,483.14			500.00	500.00	500.00	6
Pittsfield Aqueduct Co.	40,000.00		40,000.00	3,065.32	1,636.60		104,993.74	52,379.90	52,613.84	8
Richardson and Collins	1,200.00		1,200.00				6,780.45	1,827.61	4,952.84	
Robinson, Mary F.	1,500.00		1,500.00				30.00		30.00	
							161.00		161.00	
Carried forward	\$1,635,935.50	\$406,700	\$2,422,014.34	\$80,171.62	\$58,223.35	\$260,421.83	\$142,385.75	\$121,481.45	\$445.37	



## Water Utilities.—Continued.

NAME OF UTILITY.	Capital stock outstanding.	Funded debt outstanding.	Fixed capital.	Cash and current assets, excluding material and supplies.	Current liabilities.	Gross income of the utility.	Total deductions, including operating expenses.	Net income.	Deficit.	Div. %
<i>Brought forward</i>										
Shepard, Charles E.	\$1,635,935.50	\$406,700	\$2,422,014.34	\$80,171.62	\$58,223.35	\$266,421.83	\$142,385.75	\$124,481.45	\$445.37	....
* Smith, George O.	4,800.00	....	4,800.00	....	....	593.00	....	593.00	....	....
* Snow, Mrs. Abby G.	1,000.00	....	1,000.00	....	....	25.00	....	25.00	....	....
* Snow, William C.	500.00	....	500.00	....	....	10.00	8.00	2.00	....	....
* Starrett, William	1,100.00	....	1,100.00	....	....	126.32	....	126.32	....	....
* Stetson, H. W.	500.00	....	500.00	....	....	15.00	....	15.00	....	....
* Suncook Water Works	100,000.00	....	101,202.38	105.85	....	7,378.95	1,570.92	5,808.03	....	4½
* Thatcher, George H.	100.00	....	88,508.05	905.55	....	9,639.02	....	25.00	....	....
Tilton & Northfield Aqueduct Co.	87,400.00	....	7,500.00	1,250.00	....	1,087.92	4,002.11	5,656.91	....	6
Tyler Spring Water System.	....	....	2,500.00	....	....	226.27	640.00	447.92	....	....
United Realty Co.	5,000.00	....	51,437.12	118.00	....	2,898.65	787.66	2,110.99	....	j
Walpole Water & Sewer Co.	47,900.00	....	....	....	400.00	25.00	....	25.00	....	....
Wenworth Hall.	....	....	x x	....	....	52.50	....	52.50	....	....
Wheeler, Henry	....	....	x x	....	....	58.00	....	40.65	....	....
Wilcox, Leonard	....	....	x x	....	....	17.35	....	17.35	....	....
§ Woodsville Aqueduct Co.	30,000.00	30,000	60,838.40	10,944.74	3,065.45	13,365.87	7,469.90	5,895.97	....	4
	\$1,914,235.50	\$436,700	\$2,742,000.29	\$92,245.76	\$62,938.80	\$301,908.33	\$157,107.96	\$145,305.74	\$445.37	....

\* Capital invested. † Utility not in operation. ‡ Utility operated in connection with other business. § Includes electric utility. x x Investment in property devoted to utility purposes unknown. a Common capital stock, \$30,000, dividends paid 4%; preferred capital stock, \$10,000; dividends paid, 5%. b 250 shares, —issued at \$40 per share; entire earnings, \$650, paid out in dividends. c Dividends paid; regular 6%, and special 4%. d Net earnings, \$79, paid in dividends. e Dividends paid amounting to \$53.67. f Dividends paid amounting to \$33.67. g Small, —not known by administrator. h Dividends paid amounting to \$100. i Common capital stock, \$19,900, dividends paid, none; preferred capital stock, \$28,000, dividends paid, 4%.



## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Berlin..... (Berlin Water Co.)	9 (1) 8 (2) 7 (3) 6 (4)	.....	2	4	2	3 (5)	3 (6)	25.	(1), (2), (3), (4), first, second, third, fourth family, in same build- ing. Urinal \$3. (5) Not to exceed two hours per day May-Sept. (6) One horse or cow; each additional horse or cow, \$1. Maximum for private dwelling, \$20. Stores, first faucet, \$9, addi- tional faucets, each, \$2. Closet for office or store \$5. For saloons and restaurants, first faucet, \$10, closet, \$8. Barber shops, first chair \$3.50, second chair \$2. Hotels and board- ing houses, metered, with minimum based on the following rates, less 20%: each lodging room \$1, bath tub \$2, first closet \$8, each additional closet \$4, urinal \$3. For construc- tion, ordinary frame house \$1.50, large building by meter; for each cask of lime or cement 6¢. Street sprin- kling, \$100, for each two horse cart. Metered for other purposes. Quar- terly meter rates: 0-1500 cu.ft. \$4.50, next 3500 c.f. 18¢ per 100 c.f., next

5000 c.f. 15¢ per 100 c.f., next 1000 c.f. 12½¢ per 100 c.f., next 4000 c.f. 10¢ per 100 c.f.; consumers of 60,000 c.f. per quarter, through one meter, flat rate of 10¢ per c.f., minimum charge \$18 per meter per annum. Meter rentals,  $\frac{3}{4}$  in. and  $\frac{5}{8}$  in. \$1.50, 1 in. \$2.50, 1½ in. \$4, 2 in. \$6.

(1) One faucet. (2) When family use amounts to \$5 or more, \$2 for each horse or cow supplied with same service.

Apothecary \$10, and each soda fountain 1-16 in. jet, \$5. Barber shop, one chair \$5, each additional chair \$1. For construction, each cask of lime or cement or M of brick 10¢. Minimum charge for each service, \$5 per year.

Complete service, house and barn, \$15. Water motor, 2 h.p. \$50, 6 h.p. \$150.

(1) Grannis Water Works Co., payable semi-annually. Meter rate 15¢ per 100 c.f. (2) Tyler Spring Water System, for not more than 200 gal. per day; \$6 when used for drinking only.

Bristol..... (Bristol Aqueduct Co.)	\$6 (1)	.....	\$3	\$5	\$3	\$4	\$2 (2)	\$20.	
Canaan..... (Crystal Lake Water Co.)	6	.....	.....	.....	.....	3	3	25.	
Claremont..... (Grannis Water Works Co.) (Tyler Spring Water System.)	8 (1&2)	.....	.....	.....	.....	.....	.....	.....	

(Continued)

## Rates.—Continued

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Colebrook..... (Colebrook Water Co., and J. E. Lombard.)	10 (1) 8 (2)	.....	3 (1)	3 (1) 2 (2)	..... 2 (2)	4 (1)	5 (1)	37.50	(1) Colebrook Water Co. Maxi- mum charge to one family \$18. Each family, when other water is also used, \$5. Stores and offices \$6. Drug store, livery stable, barber shop, pho- tograph gallery, or motor, each \$10. Public halls \$5, restaurant \$15, hotel \$75. (2) J. E. Lombard, two fam- ilies in same house, \$10. Hot water tank, set bowl or closet, \$2 additional.
Concord..... (Concord Heights Water Co.)	6 (1) 8 (1)	.....	4	4	.....	3 (2)	.....	.....	(1) One family, not over two per- sons, one faucet \$6; not over eight persons \$8, each person over eight 50¢. (2) One horse or cow; each additional horse or cow \$2. Hose, one hour per day.
Conway..... (Fryeburg Water Co., Fryeburg, Maine.)	9 (1)	.....	3 (2)	3 (2)	.....	2 (3)	3 (4)	.....	(1) For family of five persons or less; each additional person over four years old 75¢; two families, same faucet, \$8 each. (2) Both \$5. (3) One hour per day. (4) One animal and water for washing carriages; each additional animal \$1.



## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Epping Water Co. (Continued.)									<p>tub. Bath tub used by more than one family, each family \$2. One or two set tubs \$1.50. (4) One closet; each additional closet \$1.50. Urinal, self-closing \$2, not self-closing \$4. (5) <math>\frac{1}{8}</math> in. nozzle, in connection with other service \$2, otherwise \$3, each additional hose half rate. (6) With house service, one horse or cow; each additional animal 50¢; without house service not less than \$5.</p> <p>Fountains, with other service, not more than four hours per day \$4, each additional hour 50¢. Movable fountains or lawn jets used in connection with hose \$1. Bakeries, restaurants, markets, photograph rooms, \$6 to \$10. Barber shops, first two chairs \$6, each additional chair \$2. Livery stable 1-10 horses \$10, each additional horse 50¢; use of hose for carriages, etc., each horse 50¢. For construction of buildings 1-9 rooms \$2, 10-15 rooms or double house \$3, brick house \$5. For other uses, per</p>

bbl. 5¢. Meter rates 1000-2000 gal. per day 20¢ per M gal.; for 2000-5000 gal. 15¢; for 5000 gal. or more per day for the year, 10¢ per M gal.

Errol. .... (N. R. Leach.)	10 (1)	3	3	2	.....	3	.....	(1) One faucet; second faucet \$5.
Exeter. .... (Exeter Water Works.)	7 (1)	5 (2)	5 (3)	.....	6 (4)	3 (5)	40.	Payable semi-annually. (1) One family one faucet; each additional faucet \$2. Two or more families, one faucet, each family \$6. One set tub or urinal \$2, each additional set tub \$1. (2) One closet; each additional closet \$3. (3) One tub; each additional tub \$3. (4) With faucet, use limited to two hours per day, one sill cock to a family, each family \$6; each additional sill cock \$2. (5) One horse; each additional horse or automobile \$2. Neat cattle, each \$1. Maximum charge for private family, exclusive of horse and stable, \$25. Boarding and lodging houses; with lodgers only, domestic rates plus \$1 for each lodger or bed available therefor, in excess of three lodgers; with boarders only, one faucet \$11, other fixtures at domestic rates; with boarders and lodgers, one faucet, bath tub or closet, \$11, urinal \$3, other

(Continued)



## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Exeter Water Works. ( <i>Con- tinued.</i> )									<p>fixtures at domestic rates. Stores, offices and warehouses, two tenants using same fixture, either faucet or closet, each \$5; more than two using same, each tenant \$4. Markets and restaurants, \$6 to \$50. Apothecaries, one faucet \$7, each additional faucet, tumbler washer, or soda fountain \$3.50. Carbonator with water power pump \$3. Barber shop, one chair, one faucet, \$7; each additional chair \$1. Bakeries and photograph galleries, one faucet \$10, each additional faucet \$5. Air pumps or compressors, operated by water power, \$6. Hotels by meter. Fountain, jet <math>\frac{1}{8}</math> in. \$4, <math>\frac{3}{8}</math> in. \$8, limit three hours per day for six months in the year. Power washing machines, in addition to hose connection, \$5 each. For construction, per M of brick 8¢; cu. yd. of stone 4¢; per 100 sq. yds. of plaster 30¢; for cement for 100 sq. ft. of sidewalk 25¢; each cask of lime or cement 10¢. Meter rates: for 1-1000 gals.</p>

per day, 25¢ per M gal.; for 1-5 M gal. per day, 22¢ per M; 5-10 M, 20¢; 10-20-M, 18¢; more than 20 M gal. per day 16¢ per M gal.; minimum charge \$1.25 per meter per month per house or taker, with charge for meter above  $\frac{3}{4}$ -in. as follows: per quarter,  $\frac{3}{4}$  in. 75¢, 1 in. \$1, 1½ in. \$2, 2 in. \$3, 3 in. \$5, 4 in. \$10, 6 in. \$20. Automatic sprinklers, stand pipes, and hose outlets for fire service inside buildings, \$1 for each 1000 sq. ft. of floor surface. Minimum charge \$15 per year.

(1) For dwellings, stores, offices; three persons or less, one faucet, each additional faucet \$2, each additional person 50¢. (2) For windows, streets, etc., \$2 to \$5. (3) Two horses, cows, or oxen, each faucet \$5; each additional horse \$1, ox 75¢, cow 50¢. Hotels, one faucet \$5; each additional faucet \$2, each bed 50¢. Saloons and eating houses \$5 to \$20. Power engines, per h.p., \$1. Heating boilers \$2.50 and upwards. Foundations, not to exceed three hours per day for four months per year  $\frac{1}{8}$  in. jet, \$5;  $\frac{1}{4}$  in. \$10;  $\frac{1}{2}$  in. \$15. Shoe manufactories, each sole leather tub \$10, one faucet \$5, each additional

Farmington.....	5 (1)	.....	2 (2)	5 (3)	20.
(Mt. Pleasant Reservoir.)		.....	5 (2)		

(Continued)

## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set Bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Mt. Pleasant Res- ervoir. ( <i>Contin- ued.</i> )									faucet \$4. Meter rates, 1-75 gal. per day, 40¢ per M gal.; 75-150 gal. 37¢; 150-300, 35¢; 300-450, 32¢; 450-700, 30¢; and 700-1000 gal. per day, 25¢ per M gal. Minimum meter charge \$8 per year.
Franconia. . . . . (Franconia Water Com- pany.)	\$10 (1)	.....	.....	.....	.....	.....	.....	.....	(1) One stream only with right to limit to 250 gal. per day. Patrons furnish their own branch lines of pipe.
Gorham. . . . . (Alpine Aque- duct Com- pany.)	7	.....	\$2 (1)	\$2 (1)	.....	\$3 (2)	\$3 (3)	.....	(1) Both \$3. Public bath and closet \$6. (2) $\frac{1}{4}$ in. nozzle two hours daily for the season. (3) Each horse or head of neat stock over two, 75¢. Stores, offices or public halls \$4. Livery stables \$15. Saloons, drug stores, and barber shops one chair, each \$6, each additional chair \$1. Discount 10% if paid in advance on or before Dec. 31 or June 30.

Hampton..... (Hampton Water Works Co.)	.....	10 (1)	5 (2)	5 (2)	.....	8 (3)	4 (4)	\$50.	(1) One faucet; each additional faucet \$1. (2) One bath tub or closet; each additional bath tub or closet \$3. One set tub \$3; each additional tub \$1. (3) $\frac{1}{4}$ in. nozzle, two hours per day. Slop closet \$4. Urinal \$2. (4) One horse; each additional horse \$2.50. Neat cattle, each \$1. Hotels, boarding houses, and restaurants, one faucet, closet or bath tub, \$12.50; each additional faucet \$2.50, bath tub or closet \$3.50, each urinal \$3.50, each slop closet \$4.50; additional for each bed for boarders or lodgers \$1. Stores, offices, markets, saloons and warehouses, one faucet \$8; each additional faucet \$3.50, each urinal \$2, closet \$5.
Hanover..... (Hanover Water Works Co. and Han- over Aqueduct Co.)	\$5 (1) 7 (2)	.....	\$3 (3)	\$2 (4)	\$0.50 (5)	\$3 (6)	\$1 (7)	\$25.	(1) Each family not exceeding six persons, or \$4 if bath tub is taken; each member over six 50¢. (2) Hanover Aqueduct Co., for 1 gill of water per minute. (3) One bath tub; each additional tub \$2. (4) One closet; each additional closet \$1.50. (5) Set bowl with bath tub \$1.50, without bath tub \$1. (6) Connected with house supply $\frac{1}{4}$ in. nozzle; not connected with house supply \$4. (7) Each horse and

(Continued.)

## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Hanover Water Works Co., and Hanover Aqueduct Co. ( <i>Continued.</i> )									<p>carriage. Each cow 50¢, when connected with house supply. Livery and boarding stable, each horse and carriage \$1.</p> <p>Barber shop, one chair \$3; each additional chair \$1.50. Farm motors, minimum rate \$30. Meter rates per M gal.: 8¢ for 1-2 M gal. per day; 6¢ 2-5 M; 4¢ 5 M. and over. Minimum charge \$10 per meter. No connection with main pipe for less than \$4. For mortar, 8¢ per bbl. of lime or cement.</p>
Henniker..... (Henniker Spring Water Co.)	6 (1)	.....	1 (2)	3 (3)	1	3 (4)	1 (5)	.....	<p>(1) Each family. (2) Each bath tub. (3) For one or more families, each family \$3. (4) Hydrants, standpipes, and sill cocks, for fire purposes only. (5) One horse; each additional horse \$.50, each cow \$.75. Stores \$3.50 to \$10. Drug stores \$6. Markets \$3 to \$8. Offices and rooms in blocks \$3. Barber shop, each chair \$3. For building purposes, ordinary frame building \$2, large frame building \$3.</p>

Hill (Hill Water Works.)	5	5	5	3 (1)	.....	(1) For summer hose; \$5 if used entire year. \$5 for lawn sprinkler.
Hooksett (Hooksett Aqueduct Co., and Mt. St. Mary Seminary.)	6 (1) 5 (3)	3	3	3 (2) 3.50 (2)	.....	(1) Private dwelling single faucet. (2) Hose for lawns \$3; for general use \$3.50. (3) Mt. St. Mary Seminary rate.
Hudson (Hudson Water Works Co.)	10	6	5	6 (1)	S (2) 42. (3)	(1) Lawn hose, $\frac{1}{4}$ in. nozzle, one hour per day, not over 15000 sq. ft. (2) Horse, with use of hose for wash- ing carriage only; each additional horse \$2. (3) Hydrants to be put in by users. Building purposes, each cask of lime or cement 7¢. Boarding houses, \$1 extra each boarder.
Jackson (Jackson Water Works Com- pany.)	\$10 (1)	.....	.....	.....	.....	(1) Private family, one faucet. Boarding houses, \$20 to \$32.50. Hotels, \$60 to \$150.
Laconia (Laconia Water Company.)	.....	.....	.....	.....	\$25. (1) 30. (1)	Meter rate, to individual con- sumers, 25¢ per M. gal. per year; to City of Laconia 15¢ per M gal. up to 1,000,000 gal., and 10¢ per M gal. for all over 1 million gal., minimum

(Continued.)



Meriden..... (Meriden Water Com- pany.)	6 (1)	.....	2.50	2.50	1	1.50	\$1 (2)	.....	(1) Second family on same service \$4. (2) Horse \$1, cow \$.50.
Merrimack..... (United Realty Company.)	5 (1)	.....	.....	.....	.....	.....	.....	.....	(1) Including families, stores, stables, etc. Mills and factories \$13. Public buildings, \$25.
Nashua..... (Pennichuck Water Works.)	6	.....	2	4 (1)	.....	4 (2)	4 (3)	30.	(1) Self closing \$4; not self closing \$8; used by two or more families \$6. Urinals, self closing \$2, not self clos- ing \$4. Faucets for stores and offices \$4 and upwards. (2) Not over four hours per day, April to October. (3) One horse or auto- mobile; each additional horse or automobile \$2. Stables having no water fixtures half rates; cattle per head \$2.

Druggists \$12, fish markets \$16,  
meat markets \$12, photographers  
\$16. Saloons \$8 and upwards.  
Steam engines not working over ten  
hours per day \$4 per h.p. For  
building purposes, ordinary frame  
building \$1.50. For each cask of  
lime or cement 6¢. Street sprinkler  
\$10 per week per two horse cart.  
Water for other purposes by meter.  
Meter rates, 1-10,000 c.f. per quar-

(Continued.)



## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Pennichuck Water Works. (Concluded.)									ter 15¢ per 100 c.f.; next 90,000 c.f. 10¢ per 100 c.f.; next 100,000 c.f. 7½¢ per 100 c.f.; next 1,050,000 c.f., 3½¢ per 100 c.f. Where more than one meter is used each is computed sepa- rately. Minimum charge per meter \$16. Special minimum charges for meters larger than 2 in.
Northfield.....									Same as Tilton.
North Haverhill (North Haverhill Water Company.)	8					\$2			For farm, barn and stock \$8. For two families in one house \$12.
North Stratford. (Coos and Essex Water Company.)	12			\$3					Double houses, one inlet without closet \$18.
Ossipee..... (Ossipee Water and Electric Company, Mountain-view.)		\$8 (1)	\$2 (2)	3 (3)	\$1	3 (4)	\$3 (5)		(1) Family, one faucet; each addi- tional faucet \$1. Two families or more, one faucet, (same owner, one faucet to each family) each \$7. (2) One tub; each additional tub \$1. (3) One closet; each additional closet

\$2. Urinal \$1, set tubs each \$1. (4)  
Two hours per day; not allowed  
unless \$8 is paid for water for other  
purposes. Automatic sprinkler \$1.  
(5) Each additional horse or cow  
above three \$.50.

Stores, offices, meat markets, bar-  
ber shops, or halls, one faucet \$5,  
other fixtures same as dwellings.

Set tub \$1.50.

(1) Family not exceeding five per-  
sons, one faucet; each additional per-  
son over five \$.50; each additional  
faucet not for set fixture listed, \$1;  
tenement houses two or more fam-  
ilies each \$.50. (2) For each family,  
set tub, urinal, heating apparatus, \$1  
each. (3) For washing windows,  
sprinkling yard and street, washing  
carriages where two horses or less  
are kept, not to exceed one hour per  
day, \$3 to \$6. (4) In connection  
with house supply, each horse \$2;  
otherwise \$3; neat cattle per head \$1.  
Minimum stable charge \$3 in con-  
nection with house; otherwise \$5.  
Stores, dining rooms or saloons,

Pembroke..... (Baker & Dearborn.)	6	3	3	.50	.....	.....	.....	.....	.....
Pittsfield..... (Pittsfield Aqueduct Company.)	6 (1)	2.50	2.50 (2)	1	3 (3) 6 (3)	2 (4) 3 (4)	\$33.		

(Continued.)

## Rates.—Continued.

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Pittsfield Aque- duct Co. ( <i>Con- cluded.</i> )		.							ordinary uses, not including jet or fountains, \$5 to \$15. Livery stable, not exceeding ten horses, \$10; each additional horse \$1; use of hose, each horse, \$1. Photograph galleries \$8 to \$15. Professional and agency offices \$5 to \$10. Barber shops, each chair \$3. Public baths, closets, urinals, set bowls, each \$5. Meter rates, 1-100 c.f. per day 18¢ per c.f.; 100 to 200 c.f. per day 16¢; 200 to 300 c.f., 14¢; 300 to 400 c.f., 12¢; over 400 c.f. per day 10¢ per 100 c.f.
Suncook . . . . . (Suncook Water Works Co.)	.....	\$6	\$3	\$3	\$1	\$4	\$1.50 (1)	\$25.	Drinking fountain \$6; urinal \$10. (1) Per horse. Factory boilers each \$20. Watering troughs \$25. Meter rates based on number of fixtures, as follows: \$6 allows 7 c.f. per day; \$8, 9½ c.f.; \$10, 12 c.f.; \$12, 14½ c.f.; \$14, 17 c.f., and \$16 allows 19 c.f. per day.
Tilton . . . . . (Tilton and Northfield Aqueduct Co.)	6.30 (1)	.....	3.15	2.10	.52½	4.20 (2)	3.15 (3) 5.25 (3)	30.	(1) Each family not exceeding five persons, single faucet not including stables; each additional person 52½¢; each faucet not otherwise listed \$1.05.

Set tub \$2.10. Heating apparatus \$1.05; urinal \$1.05. (2) Not exceeding two hours per day, and double this rate when water is not used for other purposes. (3) Horses and neat cattle each \$1.05; minimum charge \$3.15 in connection with house supply, otherwise \$5.25. Livery stable, not exceeding ten horses, \$10.50; each additional horse \$1.05. Use of hose, for each horse, 52 $\frac{1}{2}$ ¢.

Barber shop, one chair, \$5.25, each additional chair, \$1.05. Fountains, 1 $\frac{1}{8}$  in. opening, \$4.20;  $\frac{1}{2}$  in., \$7.35. Builders' rates, each cask of lime 8.4¢; water, per bbl. 5¢.

The additional charge of 5% will be deducted on all bills paid in 15 days from date of bill.

Public watering troughs \$15 to \$25. Meter rates: Averaging not over 100 c.f. per day, 18¢ per 100 c.f.; 100 to 200 c.f., 16¢ per 100 c.f.; 200 to 300 c.f., 14¢ per 100 c.f.; 300 to 400 c.f., 12¢ per 100 c.f.; over 400 c.f. 10¢ per 100 c.f.

Quantities allowed per quarter:  
(1) 500 c.f.; (1, 2) 750 c.f.; (1, 2, 3) 1,000 c.f.; (1, 2, 3, 4) 1,333.33 c.f.; (1, 2, 3, 4, 5) 1,666.67 c.f. per quarter. Excess at 30¢ per 100 c.f.

Walpole..... (Walpole Water & Sewer Co.)	\$6 (1)	.....	\$3 (3)	\$3 (3)	.....	\$4 (4)	\$4 (5)	\$25.
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*Continued.*

Rates.—*Concluded.*

CITY OR TOWN AND COMPANY.	Private family.	Each faucet.	Bath tub.	Closet.	Set bowl.	Hose.	Private stable.	Hy- drants.	Additional rates.
Warren. . . . . (H. N. Morrill.)	6 (1)	.....	(2)	(2)	.....	.....	.....	.....	(1) For family of four persons. (2) Bath and closet \$4 additional. Meter rate 40¢ per M gal.
West Lebanon... (Hartford Water Co., White River Junction, Vt.)	6 (1)	.....	3 (2)	3 (3)	\$1 (4)	3 (5)	3 (6)	30.	(1) Family not to exceed six per- sons; each additional person 50¢; each additional faucet \$1. Where bath is used \$5. (2) For each person over six 50¢. For additional bath tub \$2. (3) Each additional per- son 50¢. (4) Set tubs \$1 each; bowl and tub, both at \$1.50. (5) $\frac{1}{8}$ in. nozzle, 1 hour per day, used in con- nection with house supply; otherwise \$6. (6) One horse, with hose for washing carriage; each additional horse or head of neat cattle \$1; when not connected with house supply, one horse \$4, each additional horse \$2; each head of neat cattle \$1. Livery stable, ten horses or less, each horse \$2; each additional horse \$1. Truck and team horses each \$2. Minimum charge for livery stable \$5. Boiler rates: 1-10 h.p. \$4 per h.p.;

10-20 h.p. \$3; and 20-100 h.p. \$2.50 per h.p. Stores and restaurants \$4 to \$10. Meat and fish markets \$5 to \$10. Urinals \$3. Dental rooms \$5. Barber shops, one chair \$4; each additional chair \$1.

(1) Each additional family in same building \$4; urinal \$3, urinal and closet \$5. Bakery \$8. (2) One horse or cow; where water is taken from one service pipe to the amount of \$8 or more; each horse or cow, \$2. Stores and shops \$5 to \$12. Barber shop, one chair, \$5; each additional chair \$1. For building purposes, each 100 sq. yds. plastering 50¢, each cord of stone 25¢, each M of brick 20¢. Offices \$4. Photograph rooms \$10. Fountains,  $1\frac{1}{2}$  in. to  $\frac{1}{4}$  in. opening, \$5 to \$10 per season, not to exceed 12 hours per day for five months.

Woodsville.....  
(Woodsville  
Aqueduct  
Co.)

8 (1)

2

3

4

4 (2)

20.



PART XIII.  
EXPENSES OF COMMISSION.





# EXPENSES OF COMMISSION.

SEPTEMBER 1, 1911, TO AUGUST 31, 1912.

	Appropriation.	Amount Expended
Salaries of commissioners.....	\$9,700.00	\$9,700.00
Experts, clerks and assistants.....	\$7,500.00	
Regular office assistance (salaries).....		\$3,742.50
Miscellaneous office assistance.....		357.19
Alton D. Adams, services and expenses as expert.....		619.45
Subsistence.....		83.07
Transportation.....		69.43
Livery.....		1.50
Telephone.....		1.00
Office supplies.....		2.10
Miscellaneous expenses.....		.90
		\$4,877.14
Unexpended balance.....		2,622.86
		\$7,500.00
Expenses of commissioners.....	\$1,000.00	
Transportation.....		\$150.56
Subsistence.....		161.45
Livery.....		23.20
Telephone.....		2.00
Miscellaneous expenses.....		2.75
		\$339.96
Unexpended balance.....		660.04
		\$1,000.00

(Continued)

Expenses of Commission.—*Concluded.*

	Appropriation.	Amount Expended
Incidentals, including printing . . . . .	\$3,000.00	
Office supplies . . . . .		\$623.52
Express . . . . .		15.96
Trucking . . . . .		56.07
Telephone . . . . .		54.04
Postage . . . . .		221.26
Lighting fixtures . . . . .		44.15
Paper stock . . . . .		78.33
Miscellaneous services . . . . .		15.73
Rumford Printing Co., printing . . . . .		1,488.65
John Carter & Co. Inc., paper . . . . .		234.25
Miscellaneous printing . . . . .		104.58
		\$2,936.54
Unexpended balance . . . . .		63.46
		\$3,000.00
SUMMARY.		
Salaries of commissioners . . . . .	\$9,700.00	\$9,700.00
Experts, clerks and assistants . . . . .	7,500.00	4,877.14
Expenses of commissioners . . . . .	1,000.00	339.96
Incidentals, including printing . . . . .	3,000.00	2,936.54
		\$17,853.64
Unexpended . . . . .		3,346.36
	\$21,200.00	\$21,200.00

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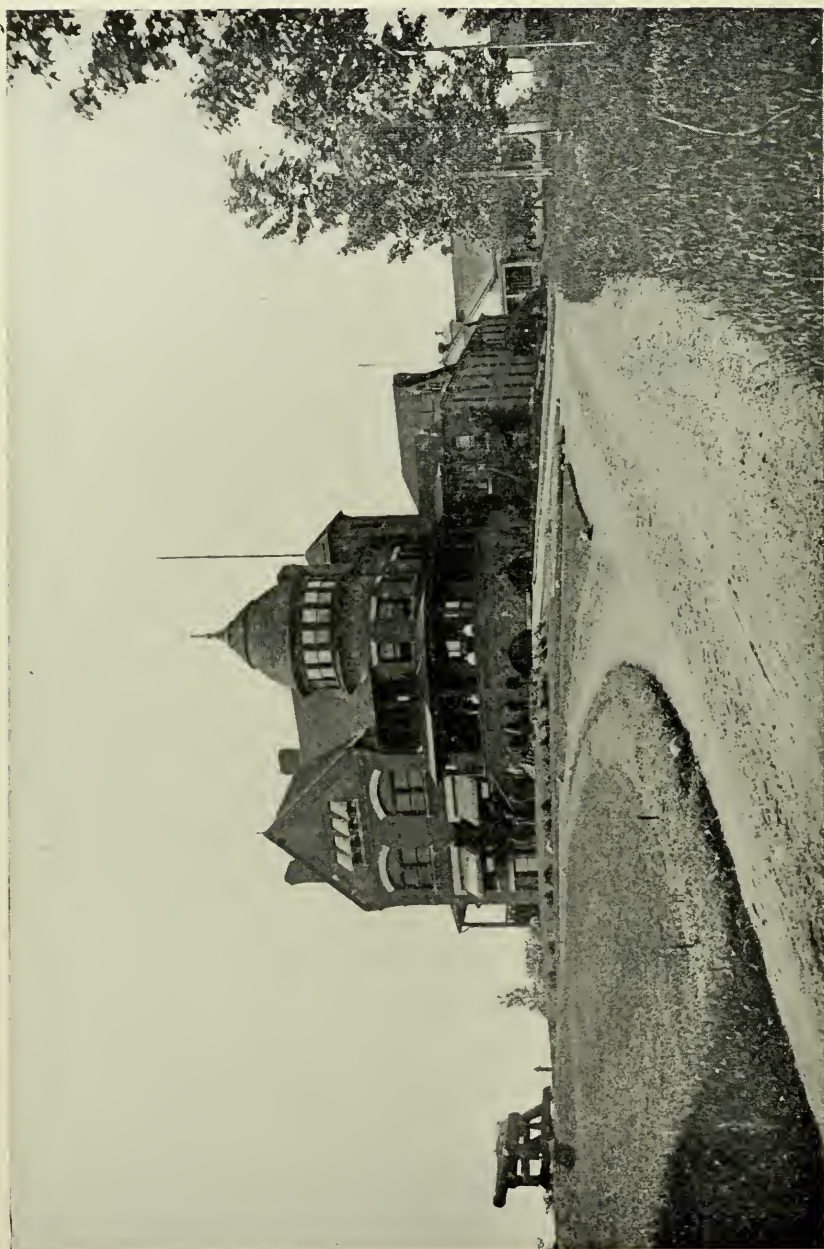












NEW HAMPSHIRE SOLDIERS' HOME

TWELFTH REPORT

OF THE

Board of Managers

OF THE

New Hampshire Soldiers' Home

For the Years 1911 and 1912

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VOL. 1—PART X.

PRINTED BY W. B. RANNEY, PENACOOK

## BOARD OF MANAGERS.

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HIS EXCELLENCY, GOV. ROBERT P. BASS, Chairman,  
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### COMMITTEE ON ADMISSIONS.

CHARLES W. STEVENS,       M. L. MORRISON,  
WILLIAM A. BECKFORD.



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---

MAJ. WILLIAM H. TRICKEY, *Commandant.*

MRS. CELESTIA C. TRICKEY, *Matron.*

J. B. ERSKINE, M. D., *Surgeon.*

J. M. CHENEY, M. D., *Consulting Surgeon, Ashland.*

G. P. CONN, M. D., *Consulting Surgeon, Concord.*

WILLIAM D. TRICKEY, *Adjutant.*

## RULES OF ADMISSION.

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No person shall be admitted to the benefits of the Home until he shall have submitted a written or printed application signed by himself, and the same shall have been favorably acted upon by the Committee on Admission. Such application shall be accompanied by an honorable discharge, or proof thereof, and evidence satisfactory to the Board of Managers.:

1.—That he served in the army or navy of the U. S. in the late war of the Rebellion, the Mexican war, the Spanish-American war, or the war of the Phillipines, and was honorably discharged therefrom.

2.—That he must have been a resident of the state of N. H. for three years previous to his application, or served in a N. H. military organization, or in the U. S. Navy, and accredited to the state.

3.—That he is disabled by reason of wounds, disease, old age, or other infirmities, is unable to earn a living, and has no adequate means of support.

The following additional rules are also prescribed:

1.—No person will be admitted to the Home, who, at the time of making application, is a member of any of the National or State Homes, or who has been discharged therefrom within four months.

2.—Insane men cannot be admitted, as the Home is unable to properly care for such members.

3.—Pensioners receiving \$20. per month or more, will not be admitted, except for special reasons.

4.—In asking admission to the Home every applicant must agree, if he be accepted and admitted, to submit to the rules, regulations and discipline of the home.

# REPORT

## New Hampshire Soldiers' Home

---

TILTON, N. H., Aug. 31, 1912.

*To the Honorable Senate and House of Representatives:*

According to the requirements of law, the Board of Managers of the New Hampshire Soldiers' Home beg leave to submit this their twelfth biennial report.

We believe this Home is entitled to the commendation of the State for having realized in an eminent degree the purposes of its establishment.

During the nearly 22 years since its creation, it has received and cared for 792 veteran soldiers and sailors, who were dependent upon the charity and gratitude of the State for support.

Of this number, 214 have died while members of the Home, and 98 are now enrolled (Aug. 31, 1912), as members.

Up to Aug. 31, 1910, 741 men had been admitted as members, and during the years 1911 and 1912 which this report covers, 51 others have been received, making a total of 792. During these two years a considerable number have been discharged, generally at their own request, while some of these have been afterwards re-admitted.

We append a descriptive list of all those who are members of the Home on Aug. 31, 1910, and of those who have been admitted, re-admitted, discharged, died, etc., since that date up to and including Aug. 31, 1912. Those who are now members being designated by an asterisk.

A detailed table of statistics of the Home will be found under the report of the Adjutant. We submit the following.



WM. H. TRICKEY, COMMANDANT.



## REPORT OF THE COMMANDANT

---

GEN. CHARLES W. STEVENS,

*Secretary of Board of Managers, New Hampshire Soldiers' Home:*

SIR,—I have the honor to submit the Twelfth report of this Home, from Sept. 1, 1910, to Aug. 31, 1912:

The adjutant has given so full data of statistics, it seems unnecessary for me to do but little more than make recommendations and estimates.

### HOSPITAL.

About the usual number of acute, chronic, and severe cases have demanded long and careful treatment, with a few fatal cases of gangrene. But with excellent work of our members as nurses, with that of the steward and his wife, a reasonable standard of efficiency has been maintained without other outside help, though another experienced nurse will soon become imperative.

Many delicacies and things for the comfort of the sick have been furnished with money from the Department Woman's Relief Corps.

Too much cannot be said in commendation of the kindness, faithfulness, ability, with which Dr. Erskine has performed his duties.

The new annex which is approaching completion, will furnish ample room for all patients without compelling members to room with those having offensive or contagious diseases.

### FARM.

About the usual amount and value of produce has been gathered. Potatoes and apples nearly sufficient for the

use of the Home. The potato crop of 1911 was worth at least \$500.00 to the Home. More than an average of an excellent crop of hay has this year been secured with an additional eight or nine tons cut on a neighboring farm.

Two acres of good land have been reclaimed by building walls and draining a swamp, and two fields have just been cleared of large boulders, which will enable us to mow the entire farm with machine.

Farm Stock on Hand:—Three horses, two very fine yoke oxen, a small number of swine kind, and a few sheep. Amount of pork raised and consumed during last two years, about 10,000 pounds.

The entire labor of the farm has been performed by members of the Home, to whom much praise is due.

#### REPAIRS AND IMPROVEMENTS.

The Library has been consolidated with the Chapel, the former furnishing us two very fine sleeping rooms with toilet conveniences. We think the Chapel has been improved in appearance and the Library and Reading Room made more convenient than before; more books have been taken out and the room used for reading more than in previous years.

The change also gives us two very desirable rooms in the West wing for use of members that were formerly occupied by employees.

The Hospital and Boiler House were newly shingled last year at an expense of about \$500.00.

A complete re-arrangement of the steam heating system, under the direction of J. H. Stevens of Manchester, has been made since our last report, at an expense of about \$1,400.00. This work was up-to-date and has proved most satisfactory in every particular.

Repairs to Ice Pond Dam during the past two years have cost about \$200.00, a heavy cement facing on the

upper side from the top of dam to below the foundation being necessary to prevent leakage.

The plumbing which is old, has required constant repairs. New bath tubs have been placed in the West side toilets. The cold water pipe system throughout the Main building became rusted and clogged and have been entirely replaced recently, at a cost of about \$100.

Two small rooms in the East attic have been finished off one for the use of the night watchman. A new floor in Main kitchen has also been laid.

Quite extensive improvements have been made in the stable, giving the horses new stalls with plenty of light and air. Other changes have also been made.

NEW ANNEX.—A new annex to the Hospital 40 x 48 has been joined to the present Hospital building, furnishing an open ward on the first floor for about twenty-five men, with toilet, bath, and smoking rooms. Above on second floor five good sleeping rooms with toilet and bath for employees. The building is larger and more expensive than we at first contemplated, but we believe the end will justify the extra expense.

The absolutely necessary repairs with the changes in Main building, has made it seem doubtful if the appropriation of \$6,000.00 granted by the last Legislature would be sufficient. An extra expense of about \$200.00 is made necessary by entering the main sewer in the street, but we shall endeavor to keep within its limits. The building will be ready for occupancy by cold weather.

#### EXPENSES.

If our expenses seem large it is only necessary to note the continued high cost of living and increase of membership, which condition is obtaining in all Soldiers' Homes. While all labor that men are accustomed to do is being done by our members, more of them are required, and a larger wage is demanded. And this is the alternative



between civilian labor at more than double the cost with additional rooms for the same. Our pay-roll must rather increase than lessen in cost if not in numbers. But few of our men can be relied upon to do much work without pay.

We are rapidly approaching the limit of labor that can be performed by members of the Home.

#### RELIGIOUS SERVICES.

Except the months of July and August and a part of September, meetings have been held each Sunday afternoon, the Commandant alternating with Revs. Sampson, Tasker, and Chapin of Tilton, aided occasionally by Revs. McDougall, Hooper and Gardner of Franklin. The attendance has been generally gratifying.

The Commandant has officiated at all burials at the Home and several among the friends of the deceased.

#### LIBRARY.

Nearly all the publishers of the local papers of the State continue their courtesy to us. Many individuals have sent books and magazines and the auxiliary to the Sons of Veterans has furnished several of the current magazines, which are especially appreciated.

Our Library has been re-arranged, newly catalogued and ably presided over by Comrade Frank P. Harriman.

#### VISITORS.

The committee of the last legislature with a large number of guests, visited the Home and held what was said to have been one of the most interesting and enthusiastic meetings of the kind before experienced. One and all express the utmost gratification with the condition of the Home.

Flag day, 1911 and 1912 the Woman's Relief Corps of Concord, favored us with their annual visit, to which our Veterans always look forward with genuine delight.

Ice cream and cake were furnished by the Corps to our entire membership. The Corps at Lakeport and Laconia continue their visits with pleasure and profit to us all. The Daughters of Veterans also continue their annual visits. Scarcely a day passes that we do not receive calls from individual members of the G. A. R. and W. R. C., not only from our own state but from all parts of the country who are interested in the work of Soldiers' Homes.

#### CONTRIBUTIONS.

A beautiful new flag has been received from the Department of Woman's Relief Corps, through the courtesy of its president.

The Nashua Corps has recently partly re-furnished the Reception room.

One hundred dollars in cash has been received from the Department of W. R. C.

At Christmas instead of contributing articles, cash to the extent of \$150.00 was sent by the different Relief Corps. This was used for dainties, extras etc.

A fine Morris chair from the West Concord W. R. C., for the use of the Librarian, has been received; also silver and table ware from the Concord W. R. C., for the Hospital Dining Room.

#### ESTIMATES FOR IMPROVEMENTS AND REPAIRS.

The bath tubs, urinals and closets in Main building with the exception of two new bath tubs in West side toilets previously referred to, are old and unsanitary, having been in use since the opening of the Home twenty-two years ago and must be replaced, at an estimated cost of \$350.00.

The cold water pipe system throughout the Hospital must be replaced as has been done in the Main building at an estimated cost of \$100.00.

Shingling and painting Main building inside and out will become necessary at an estimated cost of \$600.00.

Painting of Hospital in conformity to Annex at an estimated cost of \$150.00.

Furnishing Annex, probably about \$500.00.

Probable re-tubing of steam boiler, \$250.00, making a total cost of about \$2,000.00.

Other unexpected repairs and changes will of course have to be met, but with economy and a close scrutiny upon all expenditures the good record of the Home, we think, may be sustained for the same appropriations the next two years as that of the last two, although our membership is slightly more.

#### CONCLUSION.

May I be permitted though it may not be thought strictly within my province, to say a word regarding the two members of the Board who have been "Mustered Out" since our last report, Majors Wyatt and Collis. Both have been my cherished friends for forty years. They were faithful to the Soldiers' Home. They were brave soldiers, noble citizens, true men. God rest them until that glad reunion upon a field of a Divine Activity.

In closing this, my third report, I desire to commend the good conduct of the comrades. Their deference, respect, obedience for and to the officers of the Home, as well as their loyalty to and pride in the same, is all that could be expected.

To my staff and "help" my appreciation is deep, to the Steward my obligation is great.

To you, gentlemen and comrades, for your unfailing kindness, uniform courtesy, helpful expressions of confidence, my sense of gratitude is unbounded.

Respectfully submitted,

WM. H. TRICKEY,

*Commandant.*

## FINANCIAL STATEMENT.

The following is a statement of the receipts and expenditures of the Home for the two years since our last report, viz., from September 1, 1910, to August 31, 1912.

## AVAILABLE FUNDS.

Appropriation made by the legislature for two years .....	\$30,000.00
For improvements (special) .....	6,000.00
Amount received from the United States in aid of the support of disabled soldiers and sailors .....	17,100.00
Total .....	<u>\$53,100.00</u>

## DISBURSEMENTS.

Paid out on all accounts except hospital additions, in and for two years from September 1, 1910, to August 31, 1912 .....	\$45,256.64
Paid out for special appropriation .....	2,917.48
	<u>\$48,174.12</u>
Leaving a balance on hand of .....	\$4,925.88
divided as follows:—	
Balance in hand of State Treasurer from U. S. Government, of .....	\$1,843.36
Balance of special appropriation available until August 31, 1913 .....	3,082.52
	<u>\$4,925.88</u>

We recommend that \$15,000.00 per year, for the next two years, be appropriated.

## COMMANDANT AND MATRON.

Major Wm. H. Trickey and wife have held their positions for the past five years. Their continuance in their responsible positions indicates that in our opinions they have rendered very acceptable service. It is but just to say, that to their clear understanding of the needs of the Home, and kindly but firm treatment of the members, the successful administration of its affairs is largely due.

## SURGEONS.

Dr. James B. Erskine has continued in the responsible office of surgeon of the Home, and has performed the duties to our entire satisfaction. Drs. Conn and Cheney its consulting surgeons have seldom been called upon, but are always ready to respond and have always shown great interest in its welfare of the veterans.

## ADJUTANT.

At the regular quarterly meeting of the Board, held Feb. 13, 1912, it was voted to create the office of Adjutant, and Wm. D. Trickey was elected to fill that office. In the creation of this office no extra expense is incurred, as the Adjutant takes the place and salary formerly received by the Clerk.

## BOARD OF MANAGERS.

The following changes have occurred in the Board of Managers. In January, 1911, Governor Rob't. P. Bass became a member of the Board *ex officio*, and has ever shown an active interest in the Home and its welfare.

April, 1911, Henry E. Conant was elected Department Commander of the G. A. R., but owing to ill health never took an active part in the management of the Home. Commander Conant passed away at his home in Concord, July 27th, 1911. Capt. Wm. A. Beckford, Senior

Vice Department Commander, became Commander and *ex officio* member of the Board.

August 16, 1911, Major Otis C. Wyatt, after a long battle with disease, passed away. Major Wyatt had always been a strong and active friend of the Home from its inception until his death. Capt. Wm. A. Beckford, of Bristol, was appointed to fill the vacancy. Term expires 1914.

October 8, 1911, Maj. Marcus M. Collins passed away at his home in Portsmouth, N. H., leaving a vacancy in the Board hard to fill. Michael E. Long was appointed to fill the vacancy. Term expires 1913.

April 17, 1912, George K. Stratton succeeded Capt. W. A. Beckford as Department Commander of the Grand Army of the Republic, and has since acted *ex officio* as a member of the Board.

#### CONCLUSION.

It is thought that with the increase in pensions for the veterans, and upon the completion of the addition to the hospital, ample accommodations will have been provided for those who may need the benefit of the Home.

The Home is always open to inspection. We invite a thorough examination of the Home to a complete understanding of its condition and management, on the part of the legislature and a visit to the Home during the coming session by the entire legislature, or any of its committee, or any individual member, will afford great pleasure to the managers and officers of the Home.

ROBERT P. BASS, Chairman, *ex officio*.  
WM. A. BECKFORD,  
MICHAEL E. LONG,  
CHAS. N. STEVENS, Secretary,  
M. L. MORRISON,  
ALBERT T. BARR,  
GEORGE K. STRATTON,

*Board of Managers.*

## ADJUTANT'S REPORT.

---

TILTON, N. H., Aug. 31, 1912.

MAJ. WM. H. TRICKEY,

*Commandant New Hampshire Soldiers' Home:*

SIR,—I have the honor to submit herewith, my first biennial report as Adjutant, for the two years ending Aug. 31, 1912.

At the date of the last biennial report, (Aug. 31, 1910), there were in this home:

Present .....	81
Absent .....	10
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 91

From Sept. 1, 1910, to Aug. 31, 1912, there have been:

Admitted .....	37
Re-admitted .....	14
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 51

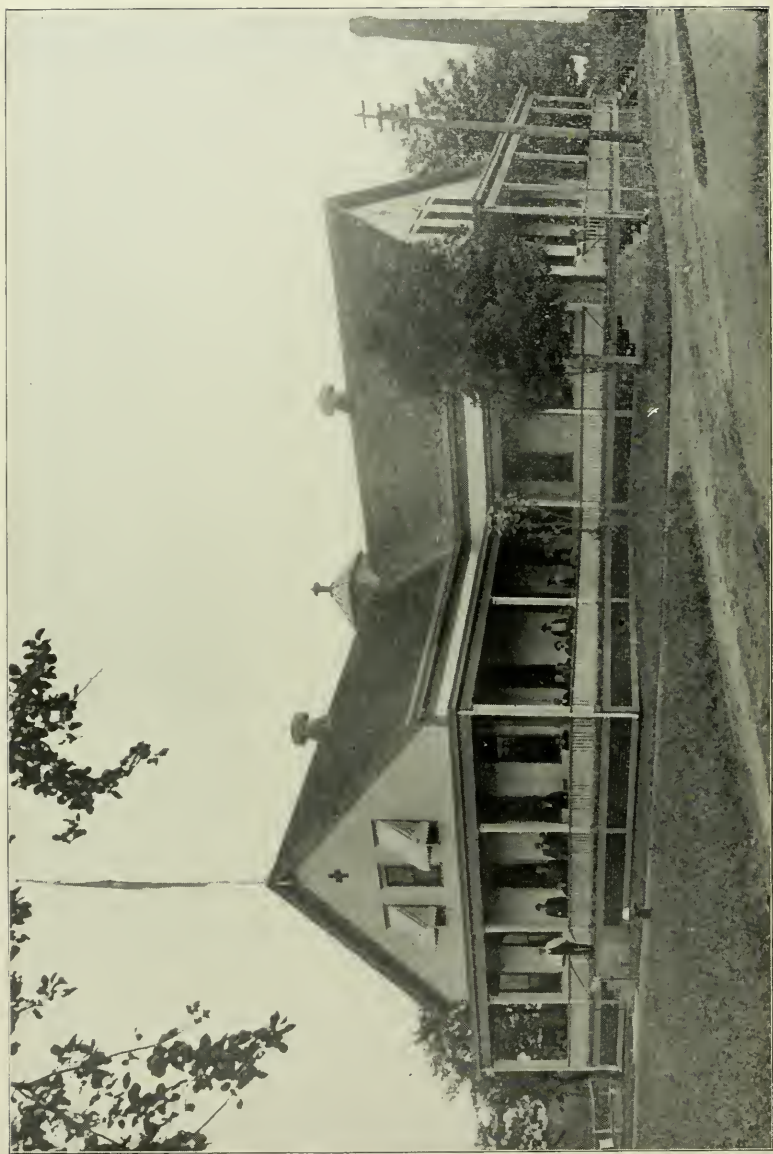
Honorably discharged .....	14
Dishonorably discharged .....	7
Dropped .....	3
Died .....	20
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/> 44

Total gain during the two years .....	51
Total loss during the two years .....	44
Actual gain during the two years .....	7
Present August 31, 1912 .....	86
Absent August 31, 1912 .....	12
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/>

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HOSPITAL OF NEW HAMPSHIRE SOLDIERS' HOME.

Average number in attendance, (Sept. 1, 1910- Aug. 31, 1911) .....	85
Average number in attendance, (Sept. 1, 1911- Aug. 31, 1912) .....	89
Smallest number in attendance 1911 .....	72
Smallest number present and absent 1911 .....	91
Largest number present and absent 1911 .....	101
Largest number in attendance 1911 .....	97
Smallest number in attendance 1912 .....	73
Smallest number present and absent 1912 .....	94
Largest number present and absent 1912 .....	102
Largest number in attendance 1912 .....	101

Four of the above served in the Spanish American War. The average age of all members of the Home, (not including four who served in Spanish American War), is 71 1-3 years.

The total number of those who served in the Spanish-American and Phillipine Wars, who have been admitted to date, is eighteen, four of whom are now members of the Home. Their average age is 50 years.

Whole number cared for since the Home was opened December 6, 1890, seven hundred and ninety-two, of whom five served in the Mexican War, two in both Mexican and Cival Wars, eighteen in Spanish-American and Phillipine Wars, and one who served in both Civil and Spanish-American Wars.

A few who served from other states as follows:

Connecticut .....	1
Iowa .....	1
Illinois .....	1
Maine .....	14
Massachusetts .....	60
Minnesota .....	1
Maryland .....	2
New York .....	18
Ohio .....	2

Pennsylvania .....	2
Rhode Island .....	3
Vermont .....	20

On the 31st. day of August, 1912, there were on the muster rolls of the following ages:

45 years (Spanish-American War) .....	1
47 years (Spanish-American War) .....	1
51 years (Spanish-American War) .....	1
57 years (Spanish-American War) .....	1
64 years (Civil War) .....	1
65 years (Civil War) .....	3
66 years (Civil War) .....	4
67 years (Civil War) .....	6
68 years (Civil War) .....	7
69 years (Civil War) .....	12
70 years (Civil War) .....	11
71 years (Civil War) .....	9
72 years (Civil War) .....	6
73 years (Civil War) .....	12
74 years (Civil War) .....	3
75 years (Civil War) .....	7
76 years (Civil War) .....	4
77 years (Civil War) .....	1
78 years (Civil War) .....	5
80 years (Civil War) .....	2
84 years (Civil War) .....	1

Age of oldest Civil War Veteran, 84 years.

Age of youngest Civil War Veteran, 64 years.

The nativity of these men were American born 84; foreign born, 14. Average length of service of these men, not including those who served in the Spanish-American War, was 26½ months.

Under the provisions of an act of Congress, the U. S. Government appropriates \$100. per capita per annum for average present for each veteran cared for in a Soldiers' Home.

Avg. cost to state for maintenance per cap:

For year ending Aug. 31, 1911 .....	\$168.6227
For year ending Aug. 31, 1912 .....	136.2057

Avg. cost per ration per cap:

For year ending Aug. 31, 1911 .....	.18
For year ending Aug. 31, 1912 .....	.17

The following members have died during the two years covered by this report:

1.—Prescott, Harlan P.—Age 71. Co. I, 4th N. H. Infy. Entered home June 30, 1910. Died Nov. 11, 1910. Cause of death, Gangrene of foot and organic disease of heart. Buried in East Andover.

2.—Leonard, John.—Age 72. Co. E, 3d Maine Infy. Entered the Home Sept. 23, 1909. Died Dec. 1, 1910. Cause of death, Cancer of mouth. Buried in Laconia.

3.—Bemis, Chas. R.—Age 78. Co. B, 5th N. H. Infy. Entered the Home April 3, 1903. Died Feb. 14, 1911. Cause of death, Old age. Buried in Keene.

4.—Jenness, Joseph—Age 65. Co. C, 1st N. H. H. A. Entered the Home Oct. 19, 1908. Died March 18, 1911, in Concord. Cause of death, Gangrene. Buried in Home Lot.

5.—Davis, Nat'l W.—Age 68. Co. F, 4th and 19th U. S. Infy. Entered the Home July 24, 1907. Died Apr. 13, 1911. Cause of death, Organic disease of heart. Buried in Concord.

6.—Wyatt, Capt. Otis C.—Age 74. Co. G, 1st N. H. Infy., Co. I, 1st N. E. Cav., Co. B, 1st N. H. Cav. Entered the Home July 12, 1911. Died Aug. 15 1911. Cause of death, Brights' Disease. Buried in family lot, Tilton.

7.—Brown, Hollace J.—Age 76. Co. G, 5th N. H. Infy. Entered the Home Dec. 24, 1904. Died Aug. 15,

1911. Cause of death, Organic disease of heart. Buried in Newport.

8.—Richards, Chas.—Age 66. Co. K, 4th N. H. Infy. Entered the Home June 27, 1911. Died Sept. 19, 1911. Cause of death, Organic disease of heart. Buried in New Durham.

9.—Rowe, Chas. H.—Age 76. U. S. N. Entered the Home Oct. 15, 1909. Died Oct. 16, 1911. Cause of death, Bronchial Pneumonia. Buried at Portsmouth.

10.—Heath, Leroy S.—Age 73. Co. I, 1st N. H. Infy. Co. A, and F, 5th N. H. Infy. Entered the Home Feb. 3, 1910. Died in Ashland while on furlough Oct. 18, 1911. Cause of death, Pneumonia. Buried at Ashland.

11.—Snyder, John—Age 73. Co. H, 4th N. H. Infy. Entered the Home Nov. 4, 1911. Died Dec. 15, 1911. Cause of death, Peritonitis. Buried in Home lot.

12.—Craig, Clark E.—Age 70. Co. K, 6th N. H. Infy. Re-entered the Home Sept. 26, 1910. Died Dec. 19, 1911. Cause of death, Cancer of Liver. Buried in Hillsboro.

13.—Farnsworth, Irving S.—Age 69. Lafayette Artillery, N. H. Vols. Entered the home Feb. 11, 1911. Died Jan. 12, 1912. Cause of death Aortic Aneurism with rupture and hemorrhage. Buried in Wilton.

14.—Kimball, Arthur L.—Age 74. Co. D, 12th N. H. Infy. Entered the Home May 23, 1905. Died Jan. 18, 1912. Cause of death, Old Age. Buried in family lot in Tilton.

15.—Everett, Newton C.—Age 75. Company F, 11th N. H. Infy. Entered the Home Feb. 26, 1909. Died March 27, 1912. Cause of death, Bell's Paralysis. Buried in New London.

16.—Merrill, George N.—(1st Lieut.) Age 85. Co. D, 21st N. Y. Infy. and Co. K, 161st N. Y. Infy. Entered

the Home Sept. 26, 1911. Died May 6, 1912. Cause of death, Old Age. Buried in Home lot.

17.—Davis, M. B. V.—Age 75. Co. C, 2nd N. H. Infy., Co. L, 1st N. E. Cav., Co. F, 19th U. S. Infy. Entered the Home Aug. 11, 1910. Died May 9, 1912 Cause of death, Arterio Sclerosis. Buried in Concord.

18.—Savage, Michael—Age 75. Co. C, 8th N. H. Infy. Entered the Home April 16, 1891. Died May 16, 1912. Cause of death, Old Age. Buried in Home lot.

19.—Chamberlain, Lauriston—Age 73. Prin. Musician. 19th Maine Infy. Entered the Home Sept. 4, 1908. Died at Concord while absent on furlough June 19, 1912. Buried in Concord.

20.—Boudreau, (Lupien) Peter—Age 73. Co. 161st. 2 Batal. V. R. C. Entered the Home April 29, 1912. Died July 31, 1912. Cause of death, Old Age. Buried in Ashland.

Whole number of deaths since opening of the Home, 214.

#### CIVILIAN EMPLOYEES.

Commandant . . .	1	Hospital Matron . .	1
Matron . . .	1	Housekeeper . . .	1
Adjutant . . .	1	Laundresses . . .	2
Ass't Matron . . .	1	Cooks . . .	2
Hospital Steward . .	1	Chamber Maids . .	2

#### MEMBERS ON PAY ROLL.

Firemen . . .	2	Carpenter . . .	1
Cook's assistants . .	6	Janitor . . .	1
Hospital nurses . .	3	Farm . . .	2
Laundrymen . . .	2	Stable . . .	1
Watchman . . .	1	Gen'l work in hospital	1

DAILY MENU WITH FREQUENT VARIATIONS DURING TIME  
COVERED BY THIS REPORT.

(General Dining Room.)

(Bread, Crackers, Butter, Tea, Milk, Table Relishes, served at all meals. Coffee at Breakfast and at special meals.)

SUNDAY.

BREAKFAST—Rolled oats, bacon, baked potatoes, doughnuts.

DINNER—Baked beans, brown bread, apple pie.

SUPPER—Cold meat, apple sauce, cake, cheese.

MONDAY.

BREAKFAST—Oatmeal, cold ham, baked potatoes, hot biscuit.

DINNER—Beef stew and dumplings, sweet corn, tapioca pudding.

SUPPER—Cold ham, fried potatoes, cookies.

TUESDAY.

BREAKFAST—Rye flakes, baked sausage, baked potatoes, doughnuts.

DINNER—Roast pork, boiled onions, boiled potatoes, squash, mince pie.

SUPPER—Mush and milk, marble cake, prune sauce.

WEDNESDAY.

BREAKFAST—Oatmeal, baked potatoes, cold roast beef, corn cake.

DINNER—Boiled dinner, custard pie.

SUPPER—Vegetable hash, cheese, cake.

THURSDAY.

BREAKFAST—Rye flakes, baked potatoes, cold roast pork, doughnuts.

DINNER—Baked peas, sliced tomatoes, brown bread, cottage pudding.

SUPPER—Potato chips, cake, prune sauce.

FRIDAY.

BREAKFAST—Oatmeal, baked potatoes, cod fish, hot biscuit.

DINNER—Fried scollops, boiled potatoes, sweet corn, string beans, raisin pie.

SUPPER—Fish hash, milk toast, cake.

SATURDAY.

BREAKFAST—Boiled eggs, baked potatoes, doughnuts.

DINNER—Roast beef, boiled potatoes, sweet corn, cucumbers, sliced tomatoes, squash pie.

SUPPER—Fritters with maple syrup, cake.



## SOLDIERS' HOMES

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### NATIONAL HOMES

Central Branch—Col. A. J. Clark, Governor, National Military Home, Montgomery County, Ohio.

Northwestern Branch—Col. Cornelius Wheeler, Governor, National Home, Milwaukee, County, Wisconsin.

Eastern Branch—Col. John T. Richards, Governor, National Military Home, Maine.

Southern Branch—Col. T. T. Knox, Governor, Elizabeth City County, Virginia. National Military Home.

Western Branch—Col. Sidney G. Cooke, Governor, National Military Home, Leavenworth County, Kansas.

Pacific Branch—Col. T. J. Cochrane, Governor, Soldiers' Home, Los Angeles County, California.

Marion Branch—Col. Geo. W. Steele, Governor, National Military Home, Grant County, Indiana.

Danville Branch—Col. M. J. Barger, Governor, National Military Home, Danville, Ill.

Mountain Branch—Col. J. P. Smith, Governor, National Military Home, Washington County, Tenn.

Battle Mountain Sanitarium—Col. J. A. Mattison, Governor and Surgeon, Battle Mountain Sanitarium, Hot Springs, South Dakota.

### STATE HOMES.

California—Veteran's Home, Yountville, Napa County, Col. C. A. Woodruff, Commandant.

Colorado—Soldiers' and Sailors' Home, Monte Vista, Col. A. J. Woodside, Commandant.

Connecticut—Fitch's Home for Soldiers, Noroton Heights, Col. George Robbins, Supt.

Idaho—Soldier's and Sailors' Home, Boise, Willard White Commandant.

Illinois—State Soldiers' and Sailors' Home, Quincy, Col. J. O. Anderson, Supt.

Indiana—State Soldiers' Home, Lafayette, D. B. Kehler, Commandant.

Iowa—State Soldiers' Home, Marshalltown, Col. C. C. Horton, Commandant.

Kansas—State Soldiers' Home, Fort Dodge, Col. A. M. Breese, Commandant.

Massachusetts—State Soldiers' Home, Chelsea, Richard R. Foster, Commandant.

Michigan—State Soldiers' Home, Grand Rapids, Col. Wm. T. McGurrin, Commandant.

Minnesota—State Soldiers' Home, Minneapolis, Col. W. H. Harries, Commandant.

Missouri—Federal Soldiers' Home, St. James, Capt. W. F. Henry, Supt.

Montana—State Soldiers' and Sailors' Home, Columbia Falls, Lt. J. E. Sprague, Commandant.

Nebraska—State Soldiers' and Sailors' Home, Burkett, Hall County, D. W. Hoyt, Commandant.

Nebraska—State Soldiers' and Sailors' Home, Milford, W. T. Hilyard, Commandant.

New Hampshire—State Soldiers' Home, Tilton, Maj. Wm. H. Trickey, Commandant.

New Jersey—State Soldiers' Home, Kearny, Gen. E. B. Grubb, Superintendent.

New Jersey—State Home for Soldiers', Sailors' and their wives, at Vineland, Capt. John Shields, Commandant.

New York—State Soldiers' and Sailors' Home, Bath, Col. Jas. E. Elwell, Commandant.

New York—State Woman's Relief Corps Home, Oxford, Lt. P. J. O'Connor, Supt.

North Dakota—State Soldiers' Home, Lisbon, Col. J. W. Carroll, Commandant.

Ohio—State Soldiers' Home, Sandusky, Gen. W. R. Burnett, Commandant.

Oregon—State Soldiers' Home, Roseburg, Maj. W. W. Elder, Commandant.

Pennsylvania—State Soldiers' and Sailors' Home, Erie, Capt. S. H. Martin, Commandant.

Rhode Island—State Soldiers' Home, Bristol, Capt. Benj. L. Hall, Commandant.

South Dakota—State Soldiers' Home, Hot Springs, T. G. Orr, Commandant.

Vermont—State Soldiers' Home, Bennington, Col. Thos. Hannon, Supt.

Washington—State Soldiers' Home, Orting, Gen. Geo. W. Tibbetts, Commandant.

Washington—Veteran's Home, Port Orchard, Col. Jas. H. Wilson, Commandant.

Wisconsin—Veteran's Home, Waupaca, Col. Benj. F. Bryant, Commandant.

Wyoming—State Soldiers' Home, Buffalo, Maj. N. H. Meldrum, Commandant.

Members of the Home are receiving and will receive under the Act. of May 11, 1912, pensions as follows:

None .....	9
\$ 8.00 per month .....	1
12.00 per month .....	1
13.00 per month .....	1
13.50 per month .....	2
14.00 per month .....	1
15.50 per month .....	5
16.00 per month .....	2
16.50 per month .....	3
18.00 per month .....	5
19.00 per month .....	6
20.00 per month .....	2
21.00 per month .....	1

21.50 per month .....	5
22.50 per month .....	1
23.00 per month .....	3
24.00 per month .....	9
25.00 per month .....	23
27.00 per month .....	3
30.00 per month .....	10

Accompanying is a descriptive list of the members of this Home during the period covered by this report.

Respectfully submitted,

WM. D. TRICKEY,  
*Adjutant.*

## DESCRIPTIVE LIST

Members of New Hampshire Soldiers' Home  
From Sept. 1, 1910, to Aug. 31, 1912.

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### ABBREVIATIONS.

*	Denotes—Present members (Aug. 31, 1912.)
Dis	Denotes—Discharge, Disability, Disease, (according where used.)
O. R.	Denotes—Own request.
Rheu.	Denotes—Rheumatism.
Ht. Dis.	Denotes—Heart Disease.
Kid.	Denotes—Kidneys.
Trbl.	Denotes—Trouble.
Gen. Dis.	Denotes—General Disability.
Wk.	Denotes—Weak.
Drpd.	Denotes—Dropped.
Dble.	Denotes—Double.
Dis. Hon. Dis.	Denotes—Dishonorable discharge.
Sum.	Denotes—Summarily.
Chron. Diarr.	Denotes—Chronic Diarrhoea.
A. W. L.	Denotes—Absent with leave.
A. W. O. L.	Denotes—Absent without leave.

# DESCRIPTIVE LIST

## 442 REPORT OF NEW HAMPSHIRE SOLDIERS' HOME

Number	Name	Company and regiment.	Rank.	Length of service in mos.	Nativity	Age when admitted.	Pensions
1	Allen, Dexter W.*....	D, 1 N. H..... H, 16 N. H..... 2d. Brig..... Band 9 A. C.....	Private .....	18	N. H. ...	67	\$21.50
2	Annis, Zebina N.*....	F, 1 Me..... G, 4 N. H.....	1 Sergt.....	3 47	N. H. ...	66	25.00
3	Austin, Thomas*.....	K, 9 N. H.....	Private .....	35	N. H. ...	75	30.00
4	Bailey, Robert*.....	B, 10 N. H.....	1 Lt.....	33	Ireland ..	67	18.00
5	Bailey, Thos. R.*.....	H, 14 Mass. .... 1 Mass. H. A. ....	Private .....	48	Mass. ...	65	19.00
6	Baldwin, Henry E.*...	F, 14 N. H. ....	Corp. ....	36	N. H. ...	66	19.00
7	Bardette, Jos.*.....	H, 1 N. H. .... (Sp-Am.) .....	Private .....	5	Canada ..	43	None
8	Batchelder, Albert F.*	B, 3 N. H.....	Private .....	36	N. H. ...	69	25.00
9	Batchelder, Leroy S.*.	B, N. H. Nat. Gds	Private .....	2½	Mass. ...	65	None
10	Baxter, Albert F.*....	G, 2 N. H.....	Private .....	37	R. I. ....	68	30.00
11	Belknap, Wm. H.*.....	K, 18 N. H.....	Private .....	1½	N. H. ...	75	None
12	Bemis, Arvin C.....	G, 5 N. H. .... B, 1 N. H. Cav.....	Private .....	24 14	Vt. ....	64	12.00
13	Bemis, Chas. R. ....	B, 5 N. H.....	Private .....	10	N. H. ...	72	20.00
14	Bennett, Geo. S.*....	G, 10 Mass. .... 48 2d Batal. VRC.. C, 11 U. S. Inf.....	Private .....	36 84	Vt. ....	65	19.00
15	Beruby, Francis K.*...	H, 7 N. H.....	Private .....	9	Canada ..	64	15.50
16	Boudrean, Peter.....	161 Co. 2d..... Batal. V. R. C.....	Private .....	34	Canada ..	73	15.00
17	Britton, James*.....	B, 3 Me..... E, 17 Me..... E, 1 Me. H. A. ....	Private .....	25	Newfou ndland	63	17.00
18	Brown, Hollace J....	G, 5 N. H.....	Corp. ....	18	N. H. ...	69	20.00
19	Burnham, Israel*....	B, 13 N. H.....	Private .....	21	N. H. ...	73	21.50
20	Burke, Edwin*.....	U. S. N..... (Sp-Am War).....	Qtrmstr. ....	11	N. H. ...	46	None
21	Burns, John H.....	B, 1 N. H..... (Sp-Am War).....	Private .....	4	Ohio ....	39	None
22	Butrick, Otis T.*.....	I, 7 N. H..... B, 24 V. R. C.....	Private .....	9 15	N. H. ...	78	30.00
23	Carkin, Albert J.*....	F, 1 N. H. H. A. ....	Private .....	9	N. H. ...	70	21.00
24	Carpenter, Peter*....	C, 1 N. H. Cav.....	Private .....	17	Canada ..	60	16.00
25	Casey, Thomas*.....	C, 3 N. H.....	1 Sgt. Prin...	36	Ireland ..	74	30.00
26	Chamberlain, Lauriston	19 Me. ....	Musician ..	33	Maine ...	69	15.00
27	Clark, George*.....	E, 1 N. H..... K, 135 Pa..... F, 45 Pa.....	Private .....	19	N. H. ...	72	27.00
28	Clement, Chas. H.....	G, 6 N. H..... M, 11 Vt..... H, 14 N. H.....	Private .....	8 7 9	N. H. ...	71	15.00
29	Clifford, Albert L.*...	A, 18 N. H.....	Private .....	10	N. H. ...	60	13.50
30	Codman, Geo. B.*.....	H, 11 N. H.....	Private .....	36	N. H. ...	66	25.00
31	County, Dennis*.....	I, 2 N. H..... 1 N. H. L. B.....	Private .....	18 17	Mass. ...	69	24.00
32	Craig, Clark E.....	K, 6 N. H.....	Private .....	10	N. H. ...	68	12.00
33	Darling, Jas. P.*.....	E, 5 N. H.....	Private .....	37	N. H. ...	70	25.00
34	Davis, M. V. B.....	C, 2 N. H..... L, 1 N. E. Cav..... F, 19 U. S. A.....	Private .....	3 32 36	N. H. ...	74	15.00
35	Davis, Nat'l W.....	F, 4 U. S. A..... F, 19 U. S. A..... U. S. M. D. D. of Cav.....	Private .....	36 36 60	N. H. ...	64	24.00
36	Dickerman, Wm.*.....	E, 11 N. H.....	Private .....	34	Mass. ...	68	24.00
37	Dodge, Levi W.....	B, N. H. Nat. Gds..	Private .....	2½	N. H. ...	63	None
38	Dolloff, John E.*.....	K, 16 Mass. ....	Private .....	8	N. H. ...	69	24.00

Number	Disability	Admitted from.	Occupation	Married, single or widowed.	When admitted.	Status.
1	Lameness ....	Brattleboro, Vt. ....	Cook .....	W	Dec. 15, 1908	
2	Gen. Dis. ....	Manchester .....	Carpenter ..	W	Nov. 8, 1905	
3	Gen. Dis. ....	Franklin .....	Laborer ....	W	Aug. 30, 1910	
4	Gen. Dis. ....	Nashua .....	Laborer ....	S	June 15, 1910	
5	Gen. Dis. ....	Concord .....	Laborer ....	W	Mar. 13, 1908	
6	Rheum. ....	Winchester .....	Box Maker ..	M	Dec. 17, 1910	
7	Rheum. ....	Manchester .....	Laborer ....	W	Nov. 20, 1911	
8	Gen. Dis. ....	Concord .....	R.R.Engin'r	W	Dec. 4, 1909	
9	Gen. Dis. ....	Manchester .....	Laborer ....	S	Apr. 15, 1910	
10	Gen. Dis. ....	Nashua .....	Mechanic ....	M	Nov. 20, 1911	
11	Old age .....	Newport .....	Shoemaker ....	S	Mar. 10, 1909	
12	Gen. Dis. ....	Chester, Vt. ....	Laborer ....	S	Oct. 5, 1907	Dis.O.R. Apr.7,1911
13	Old age .....	Walpole .....	Laborer ....	W	Apr. 3, 1903	Died Feb. 14, 1911
14	Gen. Dis. ....	Franklin .....	Coachman ..	S	Aug. 30, 1911	
15	Gen. Dis. ....	Canada .....	Laborer ....	W	Jan. 4, 1910	
16	Gen. Dis. ....	Ashland .....	Laborer ....	W	Apr. 29, 1912	Died July 31, 1912
17	Def't eye sight	Hinsdale .....	Wool sorter	W	Dec. 30, 1906	
18	Gen. Dis. ....	Newport .....	Farmer ....	W	Dec. 24, 1904	Died Aug. 15, 1911
19	Lameness ....	Nashua .....	Meat cutter	S	Nov. 5, 1911	
20	Rheum. ....	Portsmouth .....	Seaman ....	S	May 11, 1911	
21	Ac'd't to hand	Manchester .....	Laborer ....	S	Dec. 6, 1910	Dishon.Dis.Apr.16,'12
22	Gen. Dis. ....	Auburn .....	Engineer ...	W	Dec. 21, 1910	
23	Old age .....	Nashua .....	Gardner ....	W	July 20, 1906	
24	Rheum. ....	Laconia .....	Laborer ....	M	July 11, 1906	
25	Malaria .....	Kittery, Me. ....	Boiler maker	W	Oct. 9, 1911	
26	Gen. Dis. ....	Concord .....	Book-keeper	M	Sept. 4, 1908	Died June 19, 1912
27	Rheum. ....	Boscawen .....	Laborer ....	W	Jan. 7, 1909	[while A.W.L.
28	Dis. of lungs and throat ..	Newport .....	Farmer ....	W	Aug. 23, 1911	Dis.O.R. Apr.8,1912
29	Heart Dis. ....	Warren .....	Laborer ....	W	Mar. 8, 1907	
30	Rheum. ....	Franklin .....	Currier ....	M	May 14, 1905	
31	Gen. Dis. ....	Ashland .....	Painter ....	W	Mar. 30, 1912	
32	Chron. Diarr...	Hillsboro .....	Farmer ....	W	Sep. 26, 1910	Died Dec. 19, 1911
33	Old age .....	Newport .....	Canvasser ...	W	Nov. 11, 1910	
34	Gen. Dis. ....	Concord .....	Machinist ...	M	Aug. 11, 1910	Died May, 19, 1912
35	Ht. Trbl. ....	Concord .....	Teamster ...	W	July 24, 1907	Died Apr. 13, 1911
36	Rheum. ....	Tilton .....	Publisher ...	S	Dec. 27, 1909	
37	Gen. Dis. ....	Manchester .....	Machinist ...	W	July 15, 1909	Dishon.Dis. June 18,
38	Rheum. ....	Togus, Me. ....	Moulder ....	W	Oct. 4, 1911	[1911



Number	Name	Company and regiment.	Rank.	Length of service in mos.	Nativity	Age when admitted.	Pensions
39	Everett, Newton C.....	A, 1 N. H. H. A....	Private .....	18			
40	Edwards, Sam'l J.*.....	F, 11 N. H. ....	Private .....	12	N. H. ....	72	15.00
41	Fairbanks, Albert H.*....	M, 1 N. H. H. A....	Private .....	9	Mass. ....	68	15.50
42	Farnsworth, Irving S....	K, 1 N. H. Cav.....	Corp. ....	17	N. H. ....	63	14.00
		Lafayette Artil....					
		N. H. Vols.....	Private .....	2	N. H. ....	69	None
43	Frost, David.....	A, 4 N. H. ....	Private .....	36	N. H. ....	66	17.00
44	Gilman, Thos. E.* .....	F, 17 Mass.....	Private .....	12	Mass .....	76	12.00
		D, 13 N. H. ....		21			
45	Glidden, Sewell E.*.....	M, 1 N. H. H. A....	Private .....	9	N. H. ....	64	15.50
46	Gordon, George*.....	F, 9 N. H. ....	Sergt. ....	34	Vt. ....	63	18.00
47	Grace, Hiram M.*.....	G, 27 Me.....	Private .....	10			
		A, 32 Me.....		17	Maine ..	66	17.00
48	Haines, Samuel*.....	F, 5 N. H. ....		13			
		C, 1 U. S. Artil....	Private .....	36	Vt. ....	71	24.00
49	Hanson, Harrison*.....	B, 1 N. H. ....		4	N. H. ....	69	25.00
		F, 7 N. H. ....	Corp. ....	44			
50	Hanson, Israel* .....	C, 5 N. H. ....	Private .....	10	N. H. ....	61	13.50
51	Harriman, Frank P.*....	E, 18 N. H. ....	Private .....	11	N. H. ....	74	22.50
52	Haskell, Chas. C.*.....	G, 14, R. I. Trans..					
		to 11 U. S. A....	Private .....	21	N. H. ....	70	21.50
53	Hatch, Frank E.....	A, 15 Mass.....	Private .....	37	N. H. ....	67	19.00
		A, 1 N. J. Cav.....		8			
54	Hayes, John*.....	U. S. N. ....		36	Maine ...	73	21.50
55	Haynes, Jos. C.*.....	I, 6 N. H. ....	Private .....	15	N. H. ....	63	23.00
		U. S. N. ....		14			
56	Heath, Leroy S.....	I, 1 N. H. ....	Private .....	4	N. H. ....	72	15.00
		A, 5 N. H. ....					
		F, 5 N. H. ....					
		D, 11 V. R. C.....		46			
57	Horne, Harlan P.*.....	K, 18 N. H. ....	Private .....	2	N. H. ....	63	None
58	Hoyt, Levi F.....	A, 1 N. H. Cav....	Corp. ....	14	N. H. ....	69	12.00
59	Hutchinson, Justin E.*..	C, 16 N. H. ....	Private .....	12	N. H. ....	74	24.00
60	Jenness, Joseph.....	C, 1 N. H. H. A....	Private .....	9	N. Y. ....	62	12.00
61	Jones, Frank*.....	K, 14 N. H. ....	Private .....	24	N. H. ....	68	23.00
62	Jones, Edw. F.*.....	J, 6 N. H. ....					
		D, 6 N. H. ....	1 Sergt. ....	44	Mass. ....	70	25.00
63	Keniston, Alden*.....	E, 10 N. H. ....	Private .....	34	N. H. ....	73	30.00
64	Kennedy, Patrick L.*....	F, 2 Mass. Cav....	Private .....	5	Ireland ..	63	13.00
65	Kennison, Wm. H.*.....	J, 8 N. ....		24	N. H. ....	69	23.00
66	Kimball, Arthur L.....	D, 12 N. H. ....	Private .....	34	N. H. ....	66	15.00
67	Kimball, Henry*.....	E, 7 N. H. ....	Private .....	38	N. H. ....	60	25.00
68	King, Peter*.....	I, 2 Mass. H. A....	Private .....	24	Vt. ....	68	8.00
69	Libby, Wm. H.*.....	H, 14 N. H. ....	Private .....	36	N. H. ....	70	25.00
70	Lincoln, Lucian O.*.....	G, 1 N. H. ....	Corp. ....	3	N. H. ....	71	25.00
		F, 5 N. H. ....		9			
		F, 14 N. H. ....		34			
71	Lull, John E.*.....	C, 13 N. H. ....	Private .....	34	N. H. ....	65	18.00
72	Lynch, James*.....	G, 7 N. H. ....	Private .....	11	Mass. ....	62	15.50
73	MacInn, Geo. D.*.....	D, 3 N. H. ....	Private .....	19	Vt. ....	69	21.50
74	Marsh, Henry H.*.....	A, 2 N. H. ....	Private .....	36	N. H. ....	67	25.00
75	Martin, Addison S.....	B, 2 N. H. ....	Private .....	34	N. H. ....	83	20.00
76	Martin, Chas. H.*.....	I, 1 N. H. ....	Private .....	4	N. H. ....	68	30.00
		C, 12 N. H. ....		37			
77	Mason, Hosea Q.*.....	K, 1 N. E. Cav....	Sergt. ....	18	N. H. ....	69	30.00
78	Matthews, Thos.*.....	U. S. N. ....		20	Ireland ..	65	16.50
79	Merrill, Geo. N.....	D, 21 N. Y.....		14	Maine ..	84	20.00
		K, 160 N. Y.....	1 Lt. ....	7			
80	Meserve, Geo. H.*.....	A, 1 N. H. ....		4			
		A, 4 N. H. ....	Sergt. ....	48	N. H. ....	70	25.00
81	Metcalf, Wallace M....	B, 5 N. H. ....	Private .....	10	Vt. ....	64	17.00
82	Morgan, Dennis H.....	I, 8 N. H. ....					

Number	Disability	Admitted from.	Occupation	Married, single or widowed.	When admitted.	Status.
39	Chron. Diarr.	New London	Laborer	W	Feb. 26, 1909	Died Mar. 27, 1912
40	Rheum.	Chaplin, Conn.	Cabinet Mkr.	W	Sept. 23, 1911	
41	Gen. Dis.	Peterboro	R.R. Employee	M	Apr. 7, 1909	
42	Gen. Dis.	Wilton	Wool Carder	M	Feb. 11, 1911	Died Jan. 12, 1912
43	Ht. Trbl.	Washington, D. C.	Watchman	W	Nov. 17, 1910	Dis.O.R. Jan. 8, 1911
44	Wounds	Kingston	R. R. Cond'r.	M	July 1, 1908	
45	V. Veins	Conway	Painter	S	Oct. 22, 1910	
46	Rheum.	Concord	Printer	S	Oct. 12, 1905	
47	Asthma	Barnstead	Surveyor	S	Jan. 29, 1909	
48	Gen. Dis.	Laconia	Laborer	S	May 15, 1908	
49	Gen. Dis.	Dover	Farmer	S	Aug. 14, 1909	
50	Lameness	Dover	Farmer	S	Oct. 3, 1907	
51	Gen. Dis.	Warner	Printer	W	July 20, 1909	
52	Gen. Dis.	Gilmanton	Blacksmith	W	Aug. 29, 1908	
53	Wounds	Keene	Laborer	S	Nov. 14, 1911	Dishon. Dis. July 14, 1912
54	Gen. Dis.	Portsmouth	Laborer	W	Oct. 24, 1907	
55	Chron. Diarr.	Attleboro, Mass.	Laborer	W	July 7, 1908	
56	Gen. Dis.	Ashland	Tanner	W	Feb. 3, 1910	Died Oct. 18, 1911 [while A.W.L.]
57	Hernia	Rochester	Shoe sorter	W	Dec. 3, 1910	
58	V. Veins	Laconia	Millwright	W	May 5, 1911	Dis.O.R. Feb. 13, 1912
59	Old age	Milford	Printer	W	Aug. 20, 1912	
60	Rheum.	Concord	Teamster	S	Oct. 19, 1908	Died Mar. 18, 1911
61	Rheum.	Tilton	Laborer	W	Aug. 9, 1907	[while A.W.L.]
62	Ht. Trbl.	Farmington	Shoe cutter	W	Nov. 22, 1911	
63	Kid. Trbl.	Wilmot	Teamster	W	May 17, 1908	
64	Nerv. Prostra.	Franklin	Hotel keeper	M	June 15, 1911	
65	Gen. Dis.	Portsmouth	Blacksmith	W	Nov. 22, 1907	Died Jan. 18, 1912
66	Lung Trbl.	Dayton, Ohio	Painter	S	May 23, 1905	
67	Malaria	Newbury, Vt.	Mason	W	Nov. 3, 1906	
68	Rheum.	Manchester	Laborer	W	Aug. 6, 1907	
69	V. Veins	Franklin	Carpenter	M	Jan. 11, 1912	
70	Inj'y to spine.	Chesterfield	Farmer	W	Dec. 17, 1910	
71	Gen. Dis.	Concord	Laborer	M	Jan. 15, 1910	
72	Rheum.	Taunton, Mass.	Brick mason	S	Aug. 6, 1908	
73	Rheum.	Bristol	Laborer	M	Sept. 5, 1908	
74	Gen. Dis.	Keene	Farmer	M	June 1, 1907	
75	Rheum.	Concord	Farmer	W	Mar. 15, 1908	Dishon. Dis. Sept. 14, 1911
76	Paralysis	Franklin	Retired	W	Sept. 12, 1911	
77	Ht. Trbl.	Portsmouth	Retired	W	Mar. 10, 1909	
78	Gen. Dis.	Concord	Plumber	W	Nov. 12, 1909	
79	Old age	Jackson	Artist	W	Sept. 26, 1911	Died May 6, 1912
80	Rheum.	Rochester	Carpenter	W	Sept. 23, 1911	Dishon. Dis. Apr. 16, 1912
81	Ht. Trbl.	Henniker	Carpenter	S	July 29, 1907	Drpd. Nov. 6, 1911
82	Gen. Dis.	Manchester	Carpenter	M	July 29, 1907	[Deceased]

Number	Name	Company and regiment.	Rank.	Length of service in mos.	Nativity	Age when admitted.	Pensions
		C, 8 N. H. Vet.....					
		Batal. ....					
83	Mundelein, Jos.*.....	L, 1 N. Y. Eng. ...	Private .....	24	Canada	63	12.00
		U. S. M. C. ....	Private .....	3	N.Y.City	61	17.00
84	McFarland, Geo. R.*..	D, 1 N. H. ....	Private .....	174			
		F, 11 N. H. ....		4	Maine ..	70	25.00
85	Odiorne, John E.*.....	U. S. N. ....		33			
86	Orale, John*.....	E, 15 N. H. ....	Private .....	36	N. H. ...	72	25.00
87	Otis, Jas. M.*.....	A, 1 N. H. Cav....	Private .....	11	N. H. ...	66	24.00
88	Owen, Chas.*.....	D, 17 Vt. ....	Private .....	16	N. H. ...	67	16.00
89	Parkinson, John W.*..	K, 3 N. H. ....	Private .....	17	Vt. ....	88	24.00
90	Parks, George*.....	U. S. N. ....	Private .....	36	N. H. ...	63	19.00
91	Pearl, Jos. W. ....	H, 2 N. H. ....	Sergt. ....	36	N. H. ...	67	25.00
92	Pettingill, Edwin P.*..	A, 1 N. H. H. A....	Private .....	2	N. H. ...	78	17.00
93	Pettit, Robt. C. ....	B, 10 Mass. ....	Private .....	26	N. H. ...	67	17.00
		H, 37 Mass. ....		30	N. Y. ...	66	30.00
94	Pickering, Moses*.....	G, 1 N. H. H. A....	Private .....	19			
95	Prescott, Charles L.*..	K, 1 N. E. Cav....	Private .....	9	N. H. ...	72	18.00
		K, 1 N. H. Cav....	Private .....				
		I, 4 N. H. ....	Private .....	44	N. H. ...	69	25.00
96	Prescott, Harlan P....	H, 15 Mass. ....	Private .....	36	Mass. ...	71	15.00
97	Prince, Jerome*.....	E, 42 Mass. ....	Private .....	9	R. I. ....	61	25.00
		D, 3 N. H. Trans. to 118 Co. V.R.C.		11			
				25			
98	Putney, John F.*.....	I, 5 N. H. ....	Private .....	14	N. H. ...	50	25.00
		B, 2 N. H. H. A....		25			
99	Raymond, Wm.*.....	A, 9 N. H. Trans. to Co. A, 6 N. H.	Private .....	19	N. B. ...	65	16.50
100	Redfield, Frank H.*....	B, N. H. Natl. Gds.	Private .....	2 1/2	N. H. ...	64	None
101	Reed, James A.*.....	I, 13 N. H. Trans. to Co. F, 14 V.R.C.	Corp. ....	36	N. H. ...	69	25.00
102	Rever, Joseph*.....	A, 9 N. H. Trans. to A, 6 N. H. ....	Private .....	17	Vt. ....	63	20.00
		K, 4 N. H. ....		2			
103	Richards, Chas. ....	U. S. N. ....	Private .....	22	N. H. ...	66	12.00
		U. S. N. ....		15	N. H. ...	74	20.00
104	Rowe, Chas. H. ....	F, 8 N. H. ....	Private .....	36	N. H. ...	67	24.00
105	Rowe, Geo. W. ....	H, 16 N. H. ....	Private .....	10	N. H. ...	65	15.50
106	Rowe, Jas. C.*.....	I, 20 Mass. ....	Private .....	23	Mass. ...	56	25.00
107	Russell, Thos. J.*.....	M, 2 Mass. H. A....		11			
108	Sanborn, Jas. E.*.....	I, 6 N. H. ....	Private .....	45	N. H. ...	68	19.00
109	Sargent, Jas. F.*.....	A, 1 N. H. L. B....	Private .....	18	Vt. ....	83	27.00
110	Savage, Michael. ....	F, 8 N. H. ....	Private .....	39	Ireland	54	15.00
111	Shaw Alonzo W.*.....	D, 5 N. H. ....	Private .....	14	N. H. ...	62	27.00
		K, 1 N. H. H. A....		9			
112	Shea, John*.....	D, 17 N. Y. ....	Private .....	24	Ireland	69	25.00
		D, 10 N. H. ....		28			
113	Smith, Norman C.*....	D, 6 N. H. ....	Private .....	12	N. H. ...	43	24.00
114	Snyder, John. ....	H, 4 N. H. ....	Private .....	23	Penn. ...	73	15.00
115	Stanley, Chas. E.*.....	C, 1 N. H. ....					
		(Sp-Am War)....	Corp. ....	5	N. S. ...	50	None
116	Stevens, Chas. E.*.....	E, 1 N. H. ....	Private .....	4	N. H. ...	50	None
		(Sp-Am War)....					
117	Sullivan, John. ....	U. S. N. ....		35	N. H. ...	62	12.00
118	Tangney, James*.....	B, 17 N. H. Trans. to K, 2 N. H. ....	Private .....	13	Ireland	63	16.50
		D, 18 N. H. ....		10			
119	Tarlsen, Geo. P.*.....	D, 18 N. H. ....	Private .....	9	N.Y.City	69	None
120	Thistle, George*.....	C, 3 Vt. ....	Private .....	10	Ireland	67	15.50
121	Thurston, Frank J.*...	D, 4 N. H. ....	Private .....	8	N. H. ...	73	24.00
		E, 18 N. H. ....		9			
122	Tighe, Philip*.....	I, 48 Mass. ....	Private .....	10	Mass. ...	67	20.00

Number	Disability	Admitted from.	Occupation	Married, single or widowed.	When admitted.	Status.
83	Gen. Dis. ....	Portsmouth .....	Laborer ....	W	Feb. 20, 1904	
84	Rheum. ....	Elkins .....	Blacksmith .	M	July 1, 1912	
85	Ht.&Kid.Trbl.	Portsmouth .....	Fireman ....	M	Aug. 15, 1911	
86	Gen. Dis. ....	Manchester .....	Laborer ....	S	July 31, 1906	
87	Rheum. ....	Franklin .....	Farmer ....	W	Dec. 23, 1911	
88	Old age ....	Hinsdale .....	Retired ....	W	Mar. 11, 1911	Dis.O.R. Sept.30,1911
89	Rheum. ....	Michigan .....	Laborer ....	S	July 26, 1907	
90	Gen. Dis. ....	Portsmouth .....	Laborer ....	M	Sept. 15, 1909	
91	Ht. Trbl. ....	Somersworth .....	Shoemaker ...	S	July 7, 1909	Drpd. Mar. 11, 1911
92	Gen. Dis. ....	Springfield, Mass. ...	Farmer ....	M	June 12, 1912	[A.W.O.L. Dec'd
93	Gen. Dis. ....	Manchester .....	Painter ....	W	Apr. 18, 1910	Drpd. May 30, 1911 [sufficient pension
94	Gen. Dis. ....	Holderness .....	Farmer ....	M	Aug. 19, 1912	
95	Rheum. & effects of army prison life ....	Reed's Ferry .....	Weaver ....	W	Oct. 12, 1907	
96	Diabetis .....	Andover .....	Laborer ....	W	June 30, 1910	Died Nov. 11, 1910
97	Rheum. ....	Milford, Mass. ....	Mechanic ...	W	Jan. 29, 1903	
98	Malaria .....	Woodsville .....	Photograph'r	W	Aug. 25, 1904	
99	Gen. Dis. ....	E. Cambridge, Mass.	Stone mason	M	June 22, 1909	
100	Gen. Dis. ....	Claremont .....	Clerk .....	W	Oct. 12, 1908	
101	Rheum. ....	Nashua .....	Farmer ....	W	May 17, 1910	
102	Rheum. ....	Manchester .....	Painter ....	S	Dec. 8, 1907	
103	Ht. Trbl. ....	New Durham .....	Farmer ....	W	June 27, 1911	Died Sept. 19, 1911
104	Rupture .....	Portsmouth .....	Engineer ...	W	Oct. 15, 1909	Died Oct. 16, 1911
105	Chron. Diarr.	Manchester .....	Farmer ....	S	Nov. 2, 1909	Dis. Mar. 11, 1911
106	Kid.&Liv.Trbl.	Hopkinton .....	Farmer ....	W	Apr. 12, 1909	[sufficient pension
107	Gen. Dis. ....	Portsmouth .....	Laborer ....	W	Jan. 23, 1898	
108	Wounds & Ht. Trbl. ....	Tilton .....	Gardner ....	M	Jan. 19, 1912	
109	Gen. Dis. ....	Manchester .....	Carpenter ..	W	Feb. 26, 1912	
110	Rheum. ....	Manchester .....	Laborer ....	M	Apr. 16, 1891	
111	Gen. Dis. ....	Hampton .....	Farmer ....	S	Nov. 30, 1895	
112	Dis. of eyes ..	Providence, R. I. ....	Laborer ....	S	Oct. 1, 1910	
113	Kid. Trbl. ....	Eppling .....	Farmer ....	W	Dec. 15, 1890	
114	Ht. Dis. ....	Barnstead .....	Barber ....	S	Nov. 4, 1911	Died Dec. 15, 1911
115	Deafness and Rheum. ....	Concord .....	Laborer ....	W	Feb. 13, 1912	
116	Dbl. Rupture	Manchester .....	Watchman .	M	May 10, 1910	
117	Poor eyesight.	Portsmouth .....	Teamster ...	S	Jan. 9, 1908	Dis.O.R. Mar.18,1912
118	Nervous Dis. .	Portsmouth .....	Mill hand ..	S	May 8, 1906	
119	Bronchial Trbl.	Weirs .....	Farmer ....	W	Aug. 23, 1912	
120	Bladder Trbl..	Nottingham .....	Farmer ....	W	June 22, 1910	
121	Gen. Dis. ....	Woodstock .....	Farmer ....	W	Nov. 5, 1909	
122	Poor eyesight .	Lowell, Mass. ....	Janitor ....	M	Sept. 20, 1904	

Number	Name	Company and regiment.	Rank.	Length of ser- vice in mos.	Nativity	Age when ad- mitted.	Pensions
123	Tredick, Thos. Jr.*....	B, 10 N. H.....		15			
124	Trumbel, Gustine M.*..	C, 7 Ia.....	Sergt. ....	48	N. H. ...	69	25.00
125	Vaughn, Edwin*.....	D, 1 N. H.....	Private ....	4	N. H. ...	69	18.00
126	Warren, Fredk. A.*...	U. S. N.....		37	Mass. ...	71	30.00
		K, 3 N. H.....	Private ....	37	Maine ...	69	25.00
		6 Mass. Ind.....					
127	Welcome, John B.*....	Bat. L. A.....		8			
		A, 57 Mass.....	Private ....	8	Canada .	65	24.00
128	Wells, Lewis*.....	K, 24 V. R. C.....		7			
		L, 22 N. Y.....	Private ....	19	N. Y. ...	70	30.00
		F, 1 Mass Cav.....					
129	Whiteman, Henry M.*.	M, 1 N. H. L. B...	Private ....	23	N. H. ...	61	30.00
130	Wilson, Geo. W.*.....	F, 1 N. H.....	Private ....	4	N. H. ...	69	25.00
		I, 13 N. H.....		33			
131	Woodman, John O. H.	E, 12 N. H.....	Private ....	34	N. H. ...	64	12.00
132	Wolstanholme, Halstead	D, 11 N. H.....	Private ....	18	R. I. ...	62	12.00
133	Wright, Marvin B.*....	F, 4 N. H.....	Private ....	9	Mich. ...	72	19.00
134	Wyatt, Otis C.....	G, 1 N. H.....		3			
		I, 1 N. E. Cav.....		30			
		B, 1 N. H. Cav.....	Capt. ....	15	N. H. ...	74	20.00

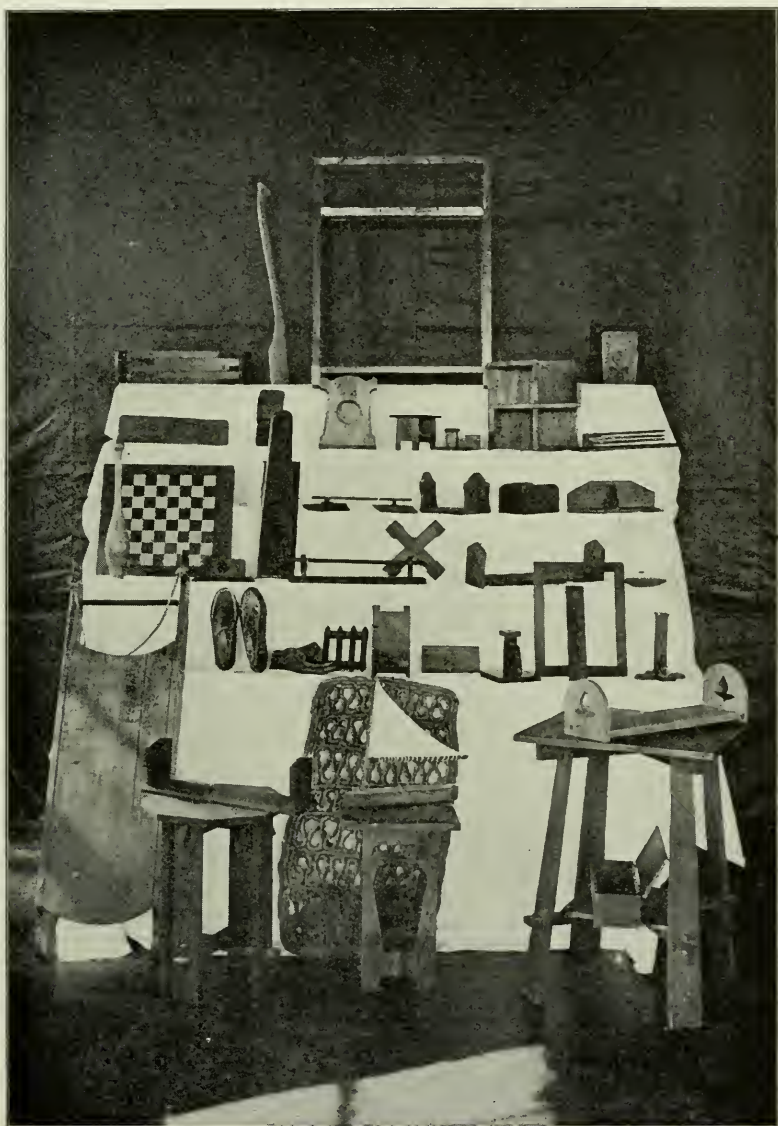
Number	Disability	Admitted from.	Occupation	Married, single or widowed.	When admitted.	Status.
123	Wounds .....	Portsmouth .....	Clerk .....	M	Feb. 23, 1912	
124	Gen. Dis. ....	Wilmot .....	Carpenter ..	S	Aug. 19, 1908	
125	Wound .....	Nashua .....	Engineer ...	M	Nov. 15, 1907	
126	Ht. Dis. ....	Dover .....	Engineer ...	W	July 14, 1911	
127	Gen. Dis. ....	Manchester .....	Currier .....	W	May 27, 1911	
128	Old age .....	Keene .....	Laborer .....	M	Oct. 28, 1908	
129	Rupture .....	Laconia .....	Machinist ...	W	Nov. 12, 1907	
130	Injury to back and spine ....	Lynn, Mass., .....	Shoemaker ..	M	Sept. 14, 1909	
131	Gen. Dis. ....	Everett, Mass. ....	Salesman ...	M	Apr. 15, 1909	Dis.O.R. Mar.31,1911
132	Rheum. ....	Lynn, Mass., .....	Shoemaker ..	S	July 11, 1908	Orpd. for desertion &
133	Gen. Dis. ....	Jefferson, O. ....	Sailor .....	W	Apr. 29, 1912	[drunkenness
134	Inflam. Bladder	Northfield .....	Farmer .....	M	July 12, 1911	Died Aug. 15, 1911











MANUAL WORK



Sanitary belts, .....	81
Tire aprons, .....	114
Table cloths, .....	25
Table cloths, (embroidered), .....	2
Table napkins, (employees), .....	141
Table napkins, (children's), .....	122
Tray cloths, .....	5
Wristers, knitted, (pairs), .....	2
Watch pocket, (fancy), .....	1
Window curtains, (pairs), .....	12

## MENDING DONE IN SEWING ROOM.

Aprons, (kitchen), .....	399
Aprons, (ticking), .....	90
Aprons, (sewing), .....	54
Aprons, (waitress), .....	5
Blankets, .....	55
Blankets, (horse), .....	2
Bibs, .....	3408
Blouses, .....	1596
Bathing suits, .....	2
Bath robe, .....	1
Center piece, .....	6
Curtains, (muslin), .....	4
Drawers, .....	1906
Gymnasium suits, .....	23
Gymnasium slippers, .....	206
Jumpers, .....	1210
Laundry bags, .....	77
Night shirts, .....	2473
Overalls, .....	2622
Overshirts, .....	1150
Petticoats, .....	19
Pillow slips, .....	7
Russian suits, .....	12
Romper suits, .....	1381
Restraint jackets, .....	36

Sheets, .....	26
Sweaters, .....	24
Spreads, .....	6
Table cloths, .....	14
Towels, .....	5
Table napkins, .....	36
Union suits, .....	57
Undershirts, .....	2038
Underwaists, .....	56
Waiters coats, .....	15
Work bags, .....	49

## ARTICLES ALTERED IN SEWING ROOM.

Aprons, .....	2
Blouses, .....	1
Coats, (boys'), .....	37
Coats, (girls'), .....	1
Dresses, .....	71
Drawers, .....	24
Jumpers, .....	7
Pillowslips, .....	4
Petticoats, .....	9
Pants, .....	40
Romper suits, .....	8
Rain coats, .....	1
Dress skirts, .....	12
Shirtwaists, .....	1

## ARTICLES MADE IN SCHOOL ROOMS.

Baskets, (reed), .....	382
Baskets, (raffia), .....	162
Broom cases, .....	49
Table mats, .....	29
Shaving cases, .....	21
Raffia bags, .....	3
Raffia covered glasses, .....	15
Doll's table, reed, .....	1

Raffia pillows, .....	11
Raffia pin cushions, .....	10
Doll's hammocks, .....	16
Reed napkin rings, .....	18
Crochet work:	
Shawl, .....	1
Sofa pillows, .....	2
Face cloths, .....	5
Bean bag, .....	1
Slippers, (pairs), .....	3
Baby Afghan, .....	1
Hot-water bag cover, .....	2
Knitting:	
Slippers, (pairs), .....	62
Reins, (pairs), .....	40
Mittens, (pairs), .....	19
Stockings, (pairs), .....	3
Wristers, (pairs), .....	1
Bed shoes, (pairs), .....	5
Baby socks, (pairs), .....	1
Bean bags, .....	6
Face cloths, .....	94
Laundry bags, .....	4
Scarfs, .....	9
Helmets, .....	15
Helmet caps, .....	7
Basket ball markers, .....	27
Hot water bag covers, .....	9
Shawls, .....	32
Bath mittens, .....	1
Bath towels, .....	5
Lace, (yards), .....	1
Jackets, .....	10
Doll's sweaters, .....	7
Doll's jackets, .....	5
Balls, .....	13

Baby Afghan, .....	1
Dog blanket, .....	1

## MADE IN MANUAL TRAINING SHOP.

Flower-pot stands, .....	30
Rulers, .....	10
Doll's chairs, .....	6
Doll's tables, .....	6
Doll's beds, .....	1
Hatchet handles, .....	3
Hammer handles, .....	3
Coat hangers, .....	30
Nail boxes, .....	6
Knife, fork and spoon box, .....	1
Neck-tie racks, .....	3
Book rack ends, .....	4
Ink stands, .....	6
Broom holders, .....	6
Candle sticks, .....	3
Taborets, .....	8
Broom case, .....	1
Five foot sleds, .....	5
Double runner, .....	1
Dutch table, .....	1
Large work table, .....	1
Shelves for work table, .....	
Saw-horses, .....	5
Door mats, .....	3
Wall cabinet, .....	1
Book racks, .....	12
Set of shelves for unfinished work.	
Moccasins, (pairs), .....	125

## REPAIRED IN MANUAL TRAINING SHOP.

Sleds, .....	30
Chairs, .....	24
Settees, .....	2

Polishers. ....	10
Tooth-brush cabinets, ....	4
Scraped and varnished:	
Small chairs, ....	24
Large chairs, ....	24
Settees, ....	3



## LIST OF DONATIONS, 1911-1912

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Mrs. J. L. Dearborn, Salem, Mass., clothing.

Mrs. H. B. Young, Lakeport, clothing and papers.

Mrs. M. A. Safford, Rochester, clothing, pictures, etc.

Joseph N. Hope, Dover, clothing.

Mrs. Edwin Joy, Lakeport, clothing, cotton and flannel pieces.

Mrs. M. H. Robbins, New London, stationery and doll for Christmas.

Colonial Club, Littleton, clothing and Christmas articles.

North Conway Woman's Club, clothing, skates, books, cards, candy, etc.

New Hampshire Daughters, Lynn, Mass., ribbons, caps, etc., books, games.

Mrs. I. N. Blodgett, Franklin, silk and velvet pieces.

J. Henry Story, Laconia, large can of candy.

Mrs. A. G. Swain, Concord, bbl. clothing, rug rags, etc.

Mr. W. C. Landis, Lakeport, clothing, toys, books, etc.

Mr. Church, Laconia, moving picture show.

Mrs. W. W. Oliver and Mrs. L. C. Payne, Lisbon, clothing, books, rug rags, etc.

Women's Home Missonary Society, Hanover, check for \$25.00.

New Century Club, New Boston, picture papers, clothing, etc.

Mrs. W. A. Plummer, Laconia, shoes, rubbers, etc.

Women's Progress Club, Meredith, pieces for rugs.

Dr. F. B. Easton, Laconia, several lots of clothing.

Mrs. F. S. Streeter, Concord, clothing and rug pieces.

Mrs. C. P. Bancroft, Concord, pictures.

Mrs. Worcester, Rochester, clothing and silk pieces.

Miss Marion Tabor and Miss Bowman, New York, \$5.00.

Mrs. Blakey, Laconia, rug material.

Mrs. Gilman, Laconia, shoes.

Mrs. C. P. Webster, Franklin, clothing, hats and shoes.

W. C. T. U., Ashland, clothing and rug material.

Mrs. F. S. Streeter, Concord, clothing.

Dr. A. H. Harriman, Laconia, clothing and shoes.

Mr. A. T. Quinby, Laconia, magazines.

Mrs. Waldo Bond, Laconia, clothing.

Mrs. W. W. Oliver, Lisbon, clothing and rug material.

Mrs. C. P. Bancroft, Concord, clothing, books, games, etc.

J. Henry Story, 3 dozen bottles tooth powder.

Colonial Club, Littleton, clothing, toys, books, etc.

New Hampshire Daughters, Lynn, Mass., clothing, toys, books, etc.

Mrs. F. S. Streeter, Concord, 1 crate oranges.

Maher's Bookstore, Laconia, 2 dozen children's books.

John Goodwin, Taunton, Mass., 1 set twist drills.

Mrs. E. J. Richardson, Newport, clothing.

E. A. Dolloff, Lakeport, clothing, rug material and combs.

Ladies Aid Society, Farmington, clothing, shoes, hats, etc.

Dr. C. S. Little, Thiells, N. Y., \$2.00.

Laconia Benevolent Association, Laconia, hats, clothing, shoes.

New Century Club, New Boston, clothing, linen and rug material.

Mrs. Bartlett, Laconia, shoes.

First Congregational Sunday School, Nashua, Sunday School papers.

Mr. W. C. Landis, Lakeport, suit case, books, pictures, etc.

Mr. C. W. Tyler, Laconia, boat ride on Lake Winnepesaukee.

Salvation Army, Laconia, papers.

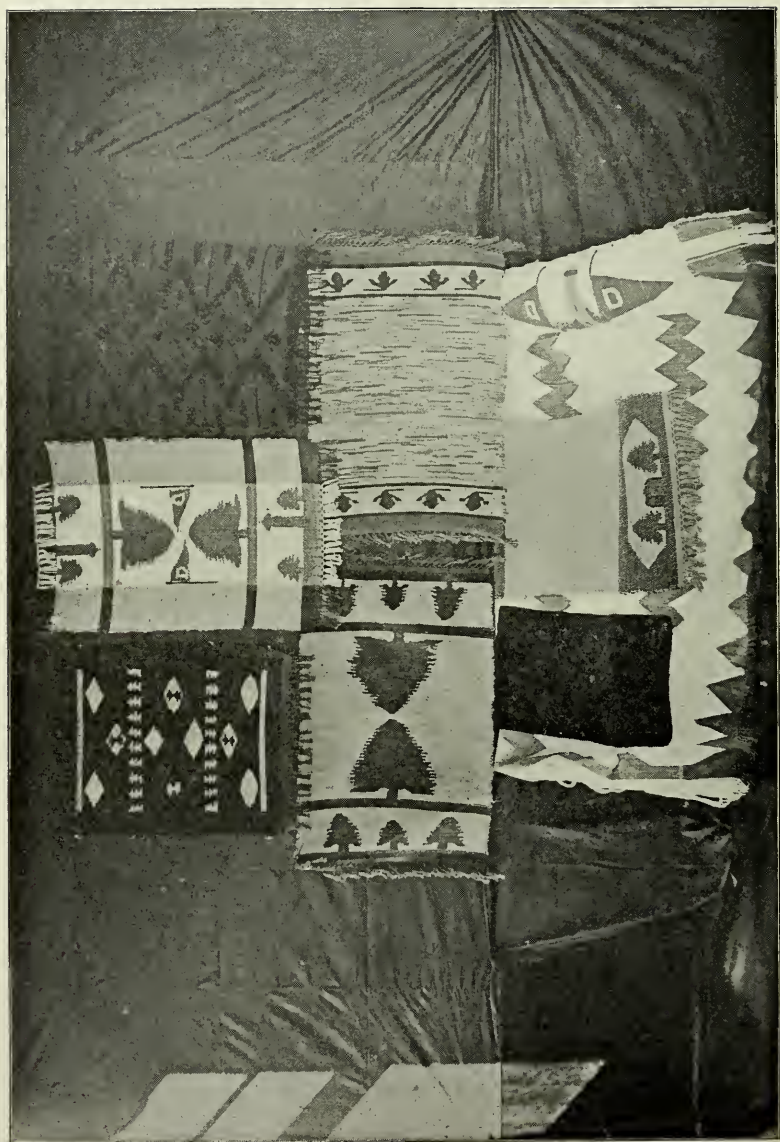
Mrs. C. P. Bancroft, clothing, shoes, rug material, etc.

O. A. Bingham, Melrose Highlands, Mass., clothing.

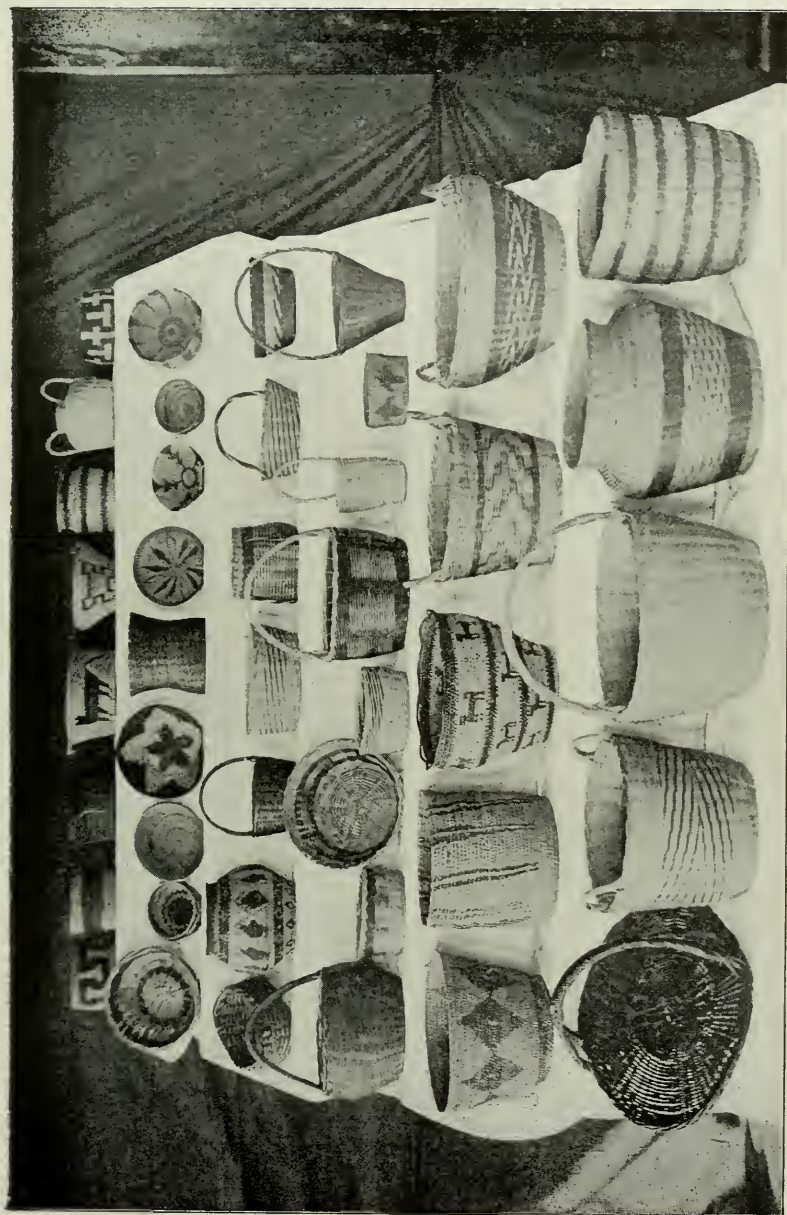
Mr. Samuel Collieson, Boston, apples.

Mr. James Evans, Laconia, lot of fresh lake fish.





PRODUCTS OF THE LOOM



BASKETRY



and one or more of said trustees shall visit the school as often as once a month, and said board of trustees shall annually, on or before the first day of October of each year, furnish a report to the governor and council, containing a history of the school for the year and a complete statement of the accounts with all the funds general and special, appropriated or belonging to the said school, with a detailed statement of disbursement.

SECT. 3. The governor shall be *ex officio* a member of the board of trustees of said school and shall annually visit and inspect the same.

SECT. 4. All indigent and destitute children in this state, who are proper subjects for said school, and who have no parents, kinsmen, friends or guardians able to provide for them, may be admitted as state charges, and all other children in this state who are proper subjects for said school, whose parents or other kinsmen, bound by law to support such children, are able to pay, shall pay such sum for care, education and maintenance of such children as the trustees may hereafter determine; and such children and children from other states not having similar schools may be received into said school whenever there is room for them, providing there is room for them without excluding state charges, at a cost to such persons or those who are responsible for their maintenance, of not less than three dollars and twenty-five cents per week.

SECT. 5. Whenever it is made to appear upon application to the judge of probate for any county, and after a proper hearing, that any feeble-minded child or any feeble-minded female of child-bearing age resident within said county, and who is not already in any almshouse, the industrial school, or the New Hampshire hospital, or supported by any town or county, is a fit subject for the New Hampshire School for Feeble-Minded Children such judge may commit such child or feeble-minded female

to said New Hampshire School for Feeble-Minded Children by an order of commitment directed to the trustees thereof, accompanied by the certificate of two physicians who are graduates of some legally organized medical college and have practiced three years in this state that such feeble-minded female is a suitable subject for said institution. Whenever, upon such application, there is occasion for the judge of probate to attend a hearing on days other than those fixed by statute as the regular days for the sitting of probate court he shall be allowed five dollars a day for his services and his expenses, which shall be paid by the county treasurer upon the certificate of the county commissioners.

SECT. 6. Any order of committal under this act shall be subject to appeal in the same manner, by the same persons, and to the same extent that decrees of the judge of probate appointing guardians over persons alleged to be insane are subject to appeal, and no commitment under this act shall bar *habeas corpus* proceedings, but the court upon *habeas corpus* proceedings, may confirm the order of commitment whenever justice requires. Any inmate of the New Hampshire School for Feeble-Minded Children may be discharged by any three of the trustees, or by a justice of the superior or supreme court, whenever a further detention at the school is in their opinion unnecessary, but any person so discharged who was under sentence of imprisonment at the time of his commitment, the period of which shall not have expired, shall be remanded to prison.

SECT. 7. Feeble-minded persons shall be admitted to the institution in the following order: First, feeble-minded children now in public institutions supported entirely at public expense; second, the feeble-minded children not supported as aforesaid; third, the feeble-minded children of the state not in any public institution, who have no parents, kinsmen or guardian able to provide for them,



or persons who are committed by a judge of probate; fourth, those residing within the state whose parents, kinsmen, or guardian bound by law to support such children are able to pay; fifth, children of other states whose parents or guardians are able and willing to pay.

SECT. 8. The board of trustees, as soon as appointed and organized, shall proceed as soon as practical to purchase a suitable site for said school and home, and erect thereon and properly furnish and equip suitable buildings and structures to accomplish the objects set forth in this act.

SECT. 9. Said trustees shall have power to make all necessary rules and regulations as to admission to the institution and for the government and control of said institution and its inmates, and to do everything that is necessary to properly care for and educate the feeble-minded children of the state. All bills contracted by them in purchasing a site, erecting, repairing and equipping suitable buildings, and operating the institution for the next two years shall be audited by the auditor of the state treasurer's accounts and the governor shall draw his warrant upon any money in the treasury to pay the same.

SECT. 10. A sum of money not exceeding thirty thousand dollars shall be appropriated under this act, to be used or expended for the purpose named therein within the next two years.

SECT. 11. All acts and parts of acts inconsistent with this act are hereby repealed and this act shall take effect on its passage.

(Approved March 22, 1901.)

BY-LAWS OF THE TRUSTEES  
of the  
NEW HAMPSHIRE SCHOOL FOR FEEBLE-  
MINDED.

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MEETINGS.

SECTION 1. The annual meeting of the board of trustees shall be holden at the institution in Laconia on the second Tuesday of October. Quarterly meetings shall be holden on the second Tuesday in January, April, and July.

SECT. 2. Written notice of the annual and quarterly meetings shall be sent by the secretary to each member of the board at least one week previous to the day appointed and any meeting may be continued by adjournment until the business thereof shall be completed, due notice having been given to the trustees.

SECT. 3. The chairman or any two trustees may instruct the secretary to call a special meeting of the board whenever in their opinion it is deemed necessary. Such notice must state specifically the business for which the meeting is called.

SECT. 4. Three members shall constitute a quorum for the transaction of any business.

OFFICERS AND THEIR DUTIES.

SECT. 5. The trustees shall at the annual meeting elect by ballot a chairman, secretary and treasurer, who shall hold their respective offices one year and until others are chosen in their stead. Should either of said offices become vacant it may be filled at a special meeting duly called for that purpose.

SECT. 6. The chairman shall preside at all meetings of the trustees. The secretary shall keep a record of all

meetings of the board with the names of those present and shall prepare all documents and notices directed by the chairman or by the trustees. The treasurer shall receive all donations and legacies and shall report the same at the annual meeting of the trustees.

SECT. 7. Two of the trustees shall visit the school each month and inspect thoroughly all departments. A written record signed by the visitors shall be entered in a book kept for the purpose. Assignment for visits shall be made at the annual meeting and notice shall be sent to the visitors by the superintendent the first day of each month.

SECT. 8. No trustee shall receive any compensation for his services as trustee but expenses necessarily incurred in rendering the same shall be paid for by the state.

SECT. 9. The board of trustees shall appoint a superintendent who shall be a physician and reside at the school. He shall have the entire control of the treatment and management of the inmates of the school; the power to appoint and discharge all persons employed. All bills shall be approved by him and at each quarterly meeting he shall make a report of the financial condition of the institution. His books shall at any time be open to the trustees for examination. He shall exercise a general supervision and direction of every department of the institution subject to the approval of the trustees.

# TERMS OF ADMISSION TO THE SCHOOL

APPLICATION No.....

ADMISSION No.....

## New Hampshire School for Feeble-Minded

### .....191 DESCRIPTIVE APPLICATION (USE INK IN WRITING)

*Let every question be answered as minutely as possible by the  
parents, guardians, or friends of the applicant  
for admission to the school.*

QUESTION	ANSWER
1. Name in full of applicant for admission	1. ....
2. When was the applicant born?	2. ....
3. Where was he born, town and county?	3. ....
4. Was he born at full period of gestation?	4. ....
5. Was there any extraordinary circumstances attendant upon the delivery? If so, describe them.	5. ....
6. What has been the general health and the bodily condition of the applicant?	6. ....
7. What is now the general health of the applicant?	7. ....
8. Does he walk?	8. ....
9. At what age did he begin to walk?	9. ....
10. At what age was any peculiarity first noticed?	10. ....
11. In what manner did peculiarity first manifest itself?	11. ....
12. Is there any peculiarity in the form or size of head? if so, describe.	12. ....
13. Is there any infirmity of body or limbs, any paralysis, or any striking peculiarity? If so, describe fully.	13. ....

QUESTION	ANSWER
14. Is he now subject, or has he ever been subject, to epilepsy, convulsions, or fits of any kind? If so describe fully?	14. ....
15. Is he of average size for his age?	15. ....
16. Is he active and vigorous? Does he run about and notice things, or is he indolent?	16. ....
17. Is he nervous?	17. ....
18. How is his appetite? Is he gluttonous?	18. ....
19. What is the state of the sense of taste? Is he particular about what he eats, or will he swallow things without regard to taste?	19. ....
20. Are sight and hearing good?	20. ....
21. Is he fond of music?	21. ....
22. Does he recognize color?	22. ....
23. What colors does he know by name?	23. ....
24. Does he recognize form?	24. ....
25. Does he notice pictures to distinguish them?	25. ....
26. Does he understand language?	26. ....
27. Does he understand a command?	27. ....
28. Can he do an errand?	28. ....
29. Does he talk?	29. ....
30. At what age did he commence to talk?	30. ....
31. Is there any peculiarity or defect of speech? If so, describe?	31. ....
32. Does he use understandingly such words as OR and IF?	32. ....
33. Please give several specimens of his mode of talking, and be careful to put down the words exactly as he uses them.	33. ....
34. Does he know the alphabet?	34. ....

QUESTION	ANSWER
35. Does he read? How much?	35. .....
36. Does he count? How many?	36. .....
37. What are h habits with regard to personal cleanliness?	37. .....
38. Does he soil or wet the bed?	38. .....
39. Does he soil or wet day clothes?	39. .....
40. Can he dress and undress h self?	40. .....
41. Can he feed h self?	41. .....
42. Does he use a spoon, or knife and fork?	42. .....
43. Can he tie h shoestrings in a regular knot?	43. .....
44. Can he do any work, and what kind?	44. .....
45. Does he hide, break or destroy things?	45. .....
46. Does he sleep well and quietly?	46. .....
47. Is he obedient?	47. .....
48. Is he passionate or of good temper?	48. .....
49. Has he any other unfortunate habits?	49. .....
50. How does he amuse h self?	50. .....
51. What cause has been ascribed for h mental deficiency?	51. .....
52. Has he had the usual diseases of child- hood, measles, scarlatina, whooping cough, etc.?	52. .....
53. Has he been vaccinated?	53. .....
54. Where was the father born?	54. .....
55. What was the general bodily condition and health of the father? Was he vigorous and healthy, or the contrary?	55. .....
56. Was the father of the applicant scrof- ulous, or was he subject to fits?	56. .....

QUESTION	ANSWER
57. Were all his senses perfect?	57. .....
58. Was he always a temperate man?	58. .....
59. About how old was he when applicant was born?	59. .....
60. Was there any known peculiarity in the family of the father of the applicant?—that is, were any of the grand parents, parents, uncles, aunts, brothers, sisters or cousins, blind, deaf or insane, or afflicted with any infirmity of body or mind?	60. .....
61. If dead, at what age did the father die and of what disorder?	61. .....
62. Where was the mother of applicant born?	62. .....
63. What was the general bodily condition of mother of the applicant? Strong and healthy or the contrary?	63. .....
64. Was she scrofulous or ever subject to fits?	64. .....
65. Were all senses perfect?	65. .....
66. Was she always a temperate woman?	66. .....
67. About how old was she when the applicant was born?	67. .....
68. How many children had she before the applicant was born?	68. .....
69. How many since?	69. .....
70. How many have died and of what disease?	70. .....
71. Was there or is there any deformity of body or mental deficiency in the other children? If so, describe fully.	71. .....
72. What was the state of the mother's health during the time she was pregnant with the applicant?	72. .....

QUESTION	ANSWER
73. Was she subject to any bodily injury or severe sickness or to any extraordinary mental emotion or fright, great sorrow or the like?	73. .....
74. Was she related by blood to her husband? If so, in what degree?—first second or third cousin?	74. .....
75. If dead, at what age did she die and of what disorder	75. .....
76. Was there any known peculiarity in her family?—that is, were any of her grandparents, parents, uncles, aunts, sisters, brothers, children or cousins, either blind or deaf or insane, or afflicted with any infirmity of body or mind?	76. .....



# Certificate of Family Physician

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The Family Physician, or the one best acquainted with the family and the child, is requested to fill out and sign the following certificate :

PLEASE DATE

.....191 .

I,.....a citizen of New Hampshire,  
Physician, and practitioner in the town of.....  
hereby certify that I have examined.....and  
find that.....is not insane, but is so deficient in mental  
ability that.....cannot be taught in common schools  
as others of.....age are. ....bodily health is  
.....and.....has no contagious disorder.

Signed,

.....M. D.

This application, when properly filled out, is to be mailed to  
BENJAMIN WARD BAKER, M. D., Superintendent, Laconia,  
N. H.

Rumsey Triplex  $6\frac{1}{2}$  in. x 10 in. pump with a twenty horse power motor, has been installed, the old pump equipped with a  $7\frac{1}{2}$  horse power motor, and a suction pipe of ample size carried into the lake for 125 feet.

A much felt want has been supplied by a vegetable cellar, 40 feet wide by 50 feet long, constructed of stone, steel and cement, and located so that vegetables can be taken from it to the kitchen without going out of doors. It is provided with six ventilators and although in use but one year, the temperature has been cool and equable and results satisfactory. In the construction of this building the boys and men at the school did all the excavation and grading, and hauled all the stone. The appropriation of \$1625.00 was made for this building and an implement shed.

Eighty-six hundred dollars was provided to lay pipe lines, and build a settling tank and filter beds for the disposal of the sewage. This work has not been completed but is well under way and it is expected that at least one of the filter beds will be in use as this report goes to print.

All this construction especially provided for is of a foundational character, and although of necessity done in the tenth year of the school's age, is fundamentally essential for the continued safe and economical administration of the institution. In addition to the above appropriations, \$200.00 for the printing of this report is as yet unexpended.

Besides this special work, a round silo of 120 tons capacity has been built; a cellar made under the ell of the administration building, and a commodious and well lighted store-room fitted up in the basement of the Quinby building, from which the supplies of the school are issued each week. The entire school has been busy and all have shown hearty cooperation and a wholesome

interest in many minor improvements which make for our general welfare and happiness.

The area of land under cultivation for corn, potatoes and vegetables has increased. The boys and girls work with pleasure in the garden and kitchen on the vegetables which they know are soon to be on their plates, and no more useful occupation or better food can be provided.

The increase of garden area causes a loss of hay land; our herd is of necessity much larger than it was, in order to keep up the farm and furnish milk to the school. I would therefore urge the need of more land for hay and pasture. The cost of meat and grain is becoming prohibitive, and instead of paying for hauling it thousands of miles, I believe much of it could be raised here with sufficient land.

Five years ago the Legislature made an appropriation for a dormitory. Since that time no bed space has been added, while applications are constantly being made from different parts of the state for the admission of boys and girls in need of custody and instruction. When the last dormitory was provided in 1907, my predecessor, Dr. C. S. Little, advised you as follows:

"While this building will afford some relief to the more pressing cases, still, even after it is filled, there will remain in the vicinity of sixty cases clamoring for admission, thirty of whom are epileptics. The condition of this group is fully as deplorable as that of the feeble minded, and many of them are perhaps fully as capable of improvement. I would urge upon you the necessity of a building for this group at the earliest possible date."

The demands of the community are unmistakable. The number seeking admission has greatly increased and the need of a dormitory for the feeble minded and epileptic is much more urgent than it was five years ago.

Our present assembly hall, which is used for religious services, birthday parties, dances, theatricals, military drill, basket ball, and other social purposes, is much too small to accommodate the present population of the school, to say nothing of a possible increase in numbers. Provisions should be made for a one-story building suitable for the above named purposes, while the present hall with little expense, could be converted into two good school rooms.

No institution can best serve the public without efficient and intelligent employees, and it is difficult to retain the services of such persons when they are obliged to live in unpleasant and unsanitary surroundings. I cannot but strongly recommend that means be provided to raise, repair, remodel and make sanitary, the only remaining unimproved farmhouse which now furnishes living apartments to nearly all the male employees, and some of the women.

The recent stringency in the market, the uncertainty of supply, as well as the high price of coal emphasize most forcibly the necessity of conservation of heat. A very considerable saving undoubtedly could be made if all our steam pipes were insulated, and all underground steam mains relaid in sectional Akron pipe.

Our present telephone system is inadequate. A complete, serviceable system of telephones, connected with the long distance lines, greatly facilitates the administration of an institution built on the cottage plan.

Our matron, Miss Daphne W. Perkins, resigned in October, 1911, with the intention of doing private nursing near her family. She had been with the school over three years, and in her we lost an efficient and conscientious assistant. Her place was taken by Miss Mattie O. Thompson, an experienced, graduate nurse, who is giving competent service.

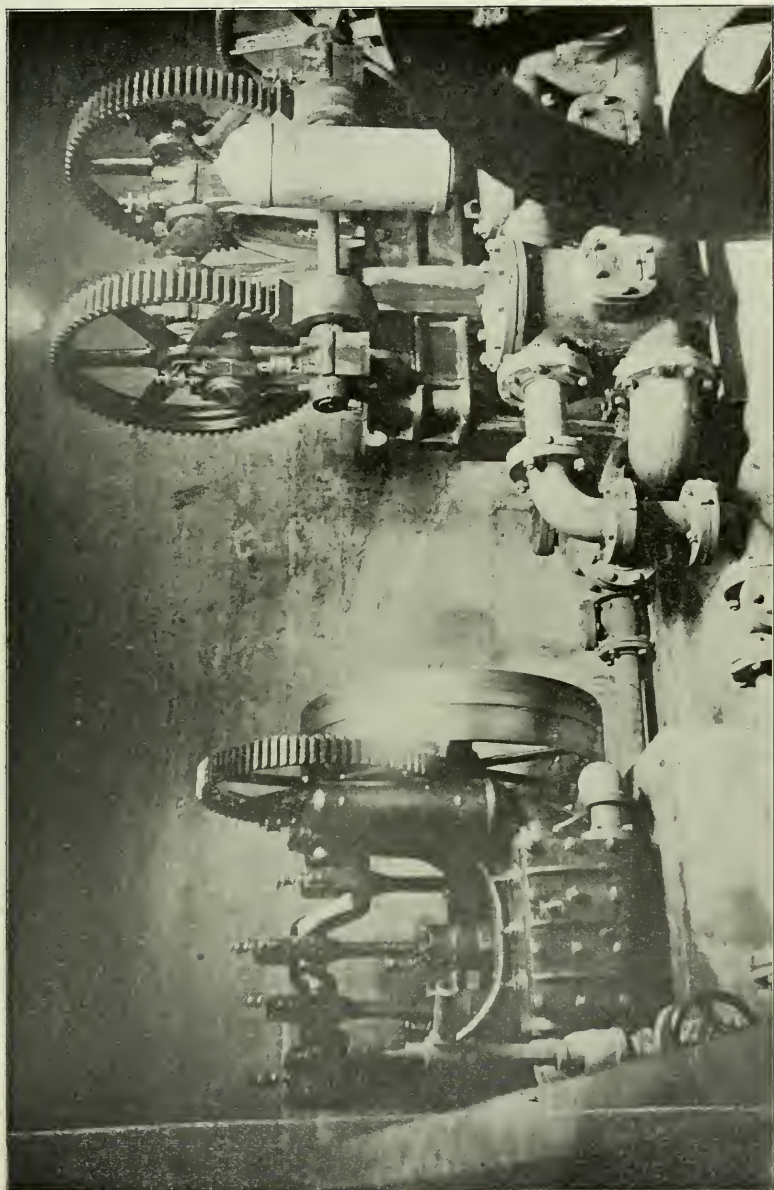
Mr. James A. Youngman of Meredith, N. H., was appointed farm foreman last October, and has filled the position with intelligence and discrimination.

We wish to express our gratitude for the many generous donations herein recorded, and for any which have been received anonamously, or fail to appear on the list. The privilege of a steam boat ride on Lake Winnepesaukee, and a moving picture show have been enjoyed each year by nearly all the children, through the generosity of Mr. C. W. Tyler of Laconia.

Respectfully submitted, with sincere appreciation of your courtesy and good council,

BENJAMIN WARD BAKER, M. D.

*Superintendent.*



PUMPING PLANT



## FINANCIAL REPORT.

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The following statement of receipts and expenditures from September 1, 1910, to August 31, 1912, inclusive, is respectfully submitted:

### RECEIPTS.

Balance from 1909 Appropriation		
for printing 1910 report,	\$ 200.00	
Maintenance Appropriation,	70,200.00	
Special Appropriations,	28,200.00	
Received from Private Pupils.		
Sales, etc.,	3,268.69	\$101,868.69

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### DISBURSEMENTS.

Maintenance,	\$73,385.05	
Brown Farm,	6,000.00	
Goss Fields,	1,125.00	
Vegetable Cellar and Implement		
Shed,	1,625.00	
Pump, Motor & Power House,	3,146.15	
Stand Pipes, Piping, etc.,	7,298.68	
Filter Beds & Settling Tank,	3,406.61	
Printing 1910 report,	167.19	
	\$96,153.68	
Unexpended:		
Maintenance,	83.64	
Pump, etc.,	3.85	
Stand Pipe, etc.,	201.32	
Filter Beds, etc.,	5,193.39	
Printing 1910 report,	32.81	
Printing 1912 report,	200.00	\$101,868.69

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## BEQUESTS.

July 21, 1905, Estate of James Cleaves of Candia, N. H.,	\$ 50.00
Jan. 3, 1911, Estate of Mary A. Taply, of Farmington, N. H.,	100.00
Dividends,	11.27
	<hr/>
	\$161.27

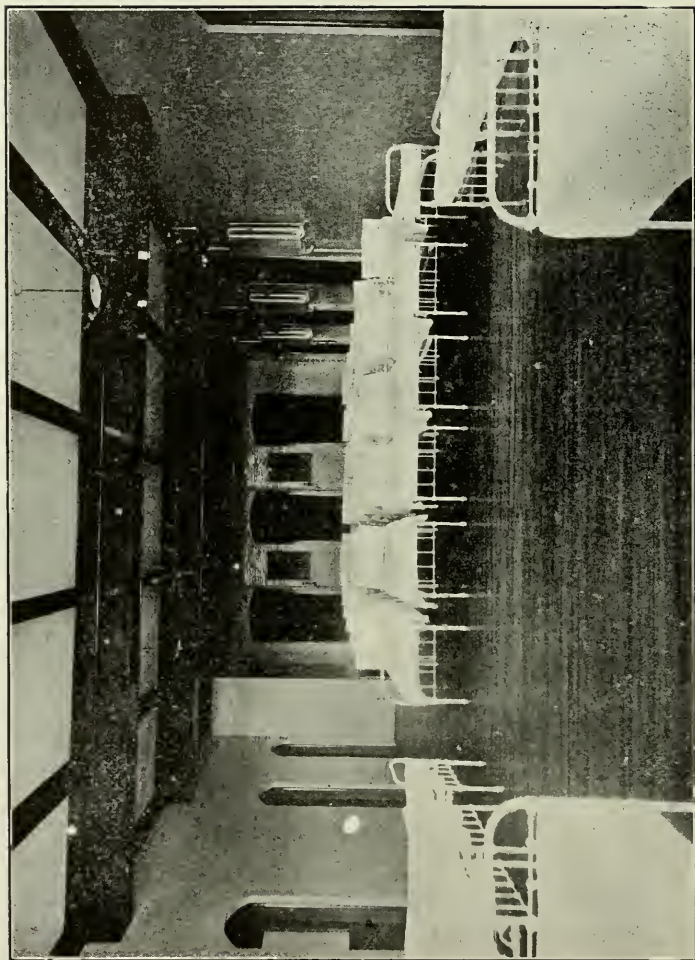
## SUMMARY OF SPECIAL APPROPRIATIONS.

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Appropriation for Purchase of Brown Farm,		\$6,000.00
Expended for Purchase of Brown Farm,		6,000.00
Appropriation for purchase of Goss Fields,		1,125.00
Expended for Purchase of Goss Fields,		1,125.00
Appropriation for Vegetable Cellar and Implement Shed,		1,625.00
Expended as follows:		
Pipe, etc.,	20.85	
Contractor,	1,562.95	
Architect,	41.20	1,625.00
		<hr/>
Appropriation for Pump, Motor and Power House,		3,150.00
Expended as follows:		
Pipe,	172.50	
Contractor,	683.67	
Pump, Motor, etc.,	2,280.23	
Paint and finish,	9.75	
Balance,	3.85	3,150.00
		<hr/>
Appropriation for Stand Pipe,		
Piping, etc.,		7,500.00
Expended as follows:		
Architect,	528.67	
Contractor,	6,751.11	
Extra Labor,	10.00	
Piping, etc.,	4.40	
Sundries,	4.50	
Balance,	20 32	7,500.00
		<hr/>

Appropriation for Filter Beds and Settling Tank,		8,600.00
Expended as follows:		
Dynamite,	99.53	
Pipe, etc.,	1,579.97	
Tools and Machinery,	57.85	
Labor,	1,280.73	
Freight and Express,	21.11	
Architect,	133.93	
Construction materials,	233.49	
Balance,	5,193.39	8,600.00
		<hr/>
Appropriation made in 1909, for		
Printing 1910 Report,		\$200.00
Expended as follows:		
Paper,	15.28	
Photos and cuts,	29.40	
Printing and binding,	122.51	
Balance,	32.81	200.00
		<hr/>





Boys' Ward



INTERIOR VEGETABLE CELLAR



## ANALYSIS OF EXPENSES.

From September 1, 1910, to August 31, 1912.

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Salaries, wages and labor,	\$29,797.56
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### FOOD.

Butter,	\$ 959.71	
Butterine,	354.27	
Beans,	294.79	
Crackers,	657.00	
Cereals, rice, meal, etc.,	422.87	
Cheese,	114.19	
Eggs,	573.43	
Flour,	2,551.08	
Fish,	636.95	
Fruit, (dried and fresh)	406.70	
Meats,	3,829.12	
Molasses,	202.54	
Sugar,	895.76	
Tea, coffee and cocoa,	380.95	
Vegetables,	193.67	
Sundry food supplies,	596.22	13,069.25

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### CLOTHING AND CLOTHING MATERIAL.

Boots, shoes and rubbers,	685.31	
Clothing	600.83	
Dry goods for clothing and small wares,	914.86	
Furnishing goods,	.38	
Hats and caps,	1.80	
Leather and shoe findings,	301.77	2,504.95

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## FURNISHINGS.

Beds, bedding, table linen, etc.,	884.11	
Brushes, brooms, etc.,	97.90	
Carpets, rugs, etc.,	21.50	
Crockery, glassware, cutlery, etc.,	113.74	
Furniture and upholstery,	361.60	
Kitchen furnishings,	160.48	
Wooden ware, buckets, pails, etc.,	55.32	
Screens,	52.00	
Polish,	35.00	
Sundries,	11.25	1,792.90

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## HEAT, LIGHT AND POWER.

Coal,	5,355.51	
Wood,	147.25	
Electricity,	1,828.78	
Gasolene,	495.81	
Oil,	54.02	
Testing coal,	78.60	7,959.97

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## REPAIRS AND IMPROVEMENTS.

Brick,	11.90	
Cement, lime and plaster,	239.40	
Doors, sashes, etc.,	183.15	
Electrical work and supplies,	338.02	
Hardware,	362.27	
Lumber,	988.66	
Machinery, etc.,	143.74	
Paints, oil, glass, etc.,	624.21	
Plumbing, steam fitting & supplies,	718.14	
Roofing and materials,	50.25	
Dumb waiter,	50.00	
Sundries,	9.29	3,719.03

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## FARM, STABLE AND GROUNDS.

Blacksmith and supplies,	367.05	
Carriages, wagons, etc., & repairs,	458.21	
Fertilizers, seeds, etc.,	940.70	
Hay, grain, etc.,	4,146.70	
Harnesses and repairs,	148.53	
Horses,	1,008.00	
Other live stock,	570.24	
Rent (pasturage),	300.00	
Tools, farm machines, etc.,	498.91	
Fire engine,	185.00	
Tax,	20.00	
Tree guards,	6.00	
Livery,	17.00	
Veterinary,	27.50	
Cutting brown-tail moths,	115.85	
Silo expense,	30.07	
Concreting,	235.29	
Surveys,	142.99	
Sundries,	6.54	9,224.58

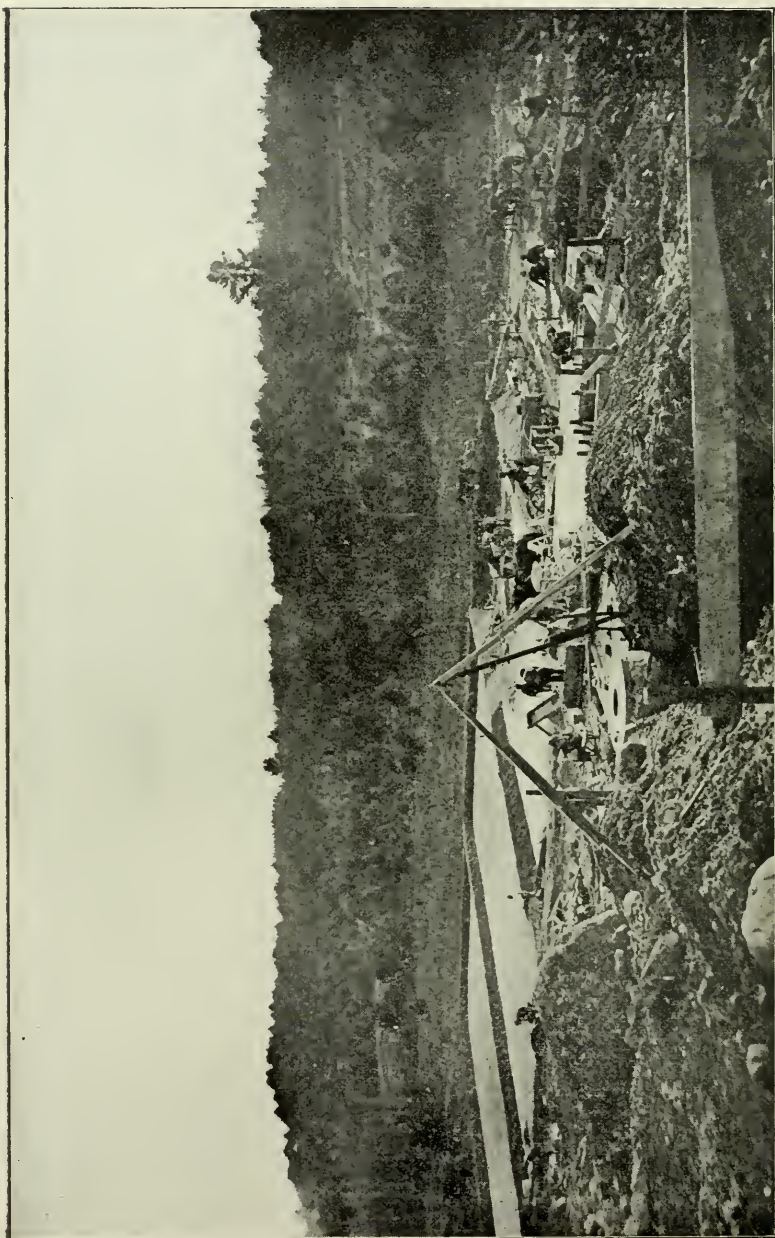
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## MISCELLANEOUS

Books, periodicals, etc.,	87.36
Chapel services & entertainments,	296.80
Freight, expressage and transportation,	1,827.68
Funeral expenses,	30.00
Hose, etc.,	46.28
Medicines and hospital supplies,	253.16
Medical attendance, extra,	130.45
Manual training supplies,	235.70
Postage,	169.32
Return of runaways,	35.82
Soap and laundry supplies,	423.37
Stationery and office supplies,	186.47

School books and supplies,	392.71	
Travel and expenses, (officials),	272.94	
Telephone and telegraph,	242.60	
Water,	21.60	
Advertising,	7.23	
Trustees' travelling expenses,	231.61	
Barber shop supplies,	12.60	
Toilet supplies,	106.74	
Sewing room expense,	139.70	
Christmas expense,	14.72	
Boiler insurance	50.00	
Telephone expense,	70.61	
Sundries,	31.34	5,316.81
		<hr/>
		\$73,385.05
Income (Private Pupils, sales, etc..)		3,268.69
		<hr/>
		70,116.36
Balance in treasury,		83.64
		<hr/>
		\$70,200.00





SEWAGE DISPOSAL PLANT

## ESTIMATES OF PRODUCTS OF THE FARM.

Season of 1911-1912.

---

Beets, bu. ....	235
Carrots, bu. ....	256
Parsnips, bu. ....	128
Potatoes, bu. ....	2025
Onions, bu. ....	298
Turnips, bu. ....	570
Cucumbers, bu. ....	100
Tomatoes, bu. ....	175
Sweet corn, bu. ....	700
Green peas, bu. ....	100
Dry beans, bu. ....	14
Shell beans, bu. ....	40
String beans, bu. ....	250
Beet greens, bu. ....	60
Turnip greens, bu. ....	125
Squash, tons, ....	6
Pumpkins, tons, ....	6
Cabbages, heads, ....	7000
Lettuce, heads, ....	6000
Celery, plants, ....	1800
Spinach, bu. ....	20
Cress, bu. ....	20
Mangles, bu. ....	475
Cauliflower, heads, ....	50
Field corn, bu. ....	60
Radishes, bu. ....	22
Dandelion greens, bu. ....	250
Hay, tons, ....	101
Hungarian, tons, ....	25
Oats for fodder, tons, ....	9
Ensilage, tons, ....	180

Milk, qts. ....	228000
Pigs, ....	97
Calves, ....	31
Musk melons, bu. ....	8
Water melons, bu. ....	75
Cultivated strawberries, qts. ....	465
Wild strawberries, qts. ....	25
Wild raspberries, qts. ....	81
Wild blackberries, qts. ....	39
Cultivated blackberries, qts. ....	60
Apples, bbls. ....	29
Blueberries picked, on neighboring land, qts. ....	2300

## PRESERVES, JELLIES, etc.

Blueberries, qts. ....	573
Blackberries, qts. ....	81
Raspberries, qts. ....	20
Plumbs, qts. ....	30
Pears, qts. ....	104
Strawberries, qts. ....	13
Cherries qts. ....	45
Crab-apple sauce, qts. ....	13
Grape jelly, glasses, ....	40
Crab-apple jelly, glasses, ....	46
Currant jelly, glasses, ....	7
Apple jelly, glasses, ....	12
Grape marmalade, glasses, ....	2
Maple syrup, gals. ....	86

## PICKLES.

Sweet pickle, gals. ....	3
Cucumber pickle, bbls. ....	3
Chilli sauce, qts. ....	8
English pickle, qts. ....	19
Dutch pickles, qts. ....	21
Piccalilli, gals. ....	70
Green tomato pickle, gals. ....	5

Tomatoes, salted, bbl. ....	1
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## VEGETABLES CANNED.

Dandelions, bu. ....	50
Corn, qts. ....	8
String beans, qts. ....	126
Peas, qts. ....	62
Tomatoes, qts. ....	134

## ARTICLES MADE IN SEWING ROOM.

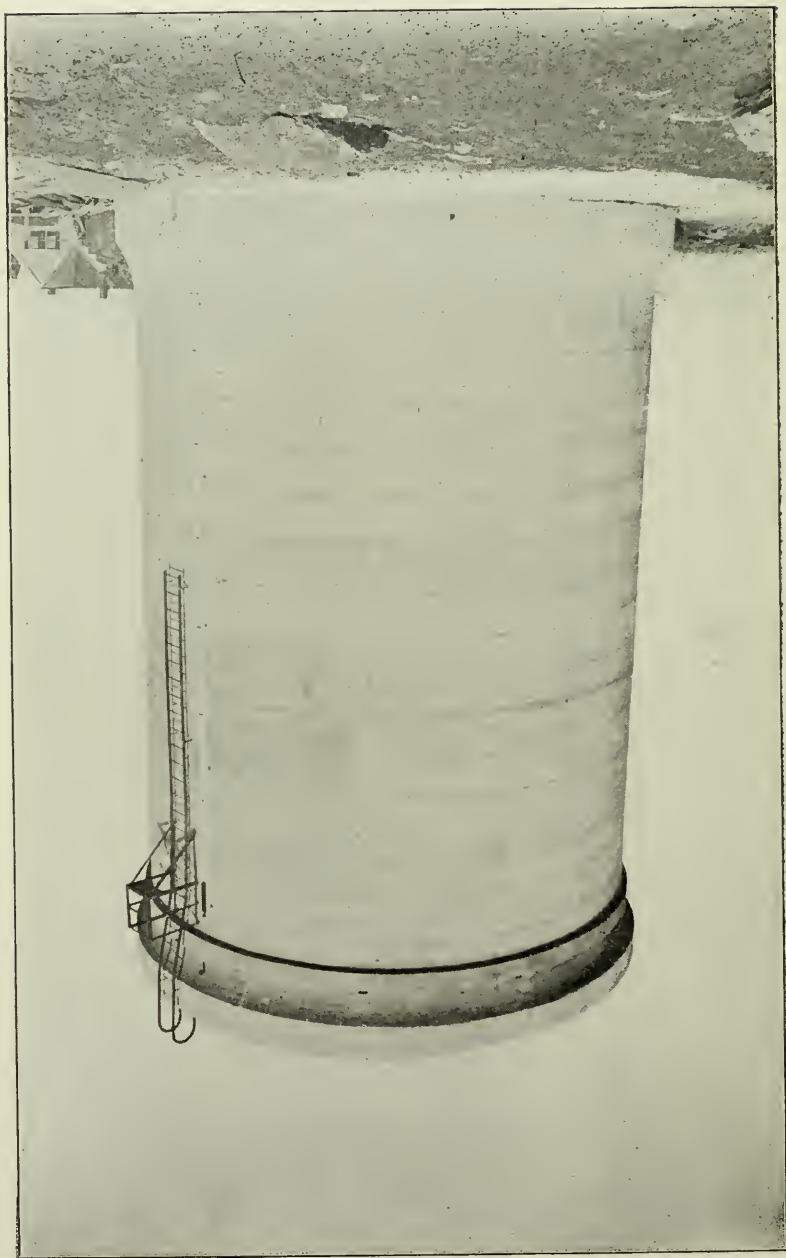
Aprons (kitchen), ....	83
Aprons (sewing), ....	25
Aprons (ticking), ....	4
Aprons (school), ....	89
Aprons (fancy or embroidered), ....	9
Book-marks ....	8
Bureau scarfs, ....	20
Bureau scarfs, (fancy), ....	6
Bread cloths, ....	18
Bathing suit, ....	1
Bibs, ....	297
Blankets, (hemmed), ....	100
Bath towels, ....	441
Blouses, ....	186
Belt, (fancy) ....	1
Corset covers, ....	115
Coats, (waiters, white), ....	14
Cushions, ....	9
Center pieces, ....	3
Collar and cuff bags, (fancy), ....	3
Doilies, ....	10
Dresses, ....	205
Drawers, (pairs), ....	201
Draw sheets, ....	35
Dish cloths, ....	116
Extractor cloths, ....	10
Face cloths, ....	185
Guimpes, ....	11



Gymnasium slippers, pairs, .....	106
Holders, .....	24
Huck towels, (hemstitched), .....	56
Huck towels, (plain), .....	113
Handkerchiefs, (fancy), .....	5
Hat pin holders, .....	18
Hammocks, (woven), .....	4
Jumpers, .....	148
Knitted laundry bags, .....	1
Laundry lists, (embroidered), .....	2
Laundry bags, .....	24
Mittens, cloth, (pairs,) .....	239
Match scrapers, (embroidered), .....	2
Night-gowns, .....	290
Night-shirts, .....	263
Overshirts, .....	135
Overalls, (pairs,) .....	278
Pillow slips, .....	272
Petticoats, .....	75
Pants, pairs, .....	30
Portieres, silk, woven, pairs, .....	1
Picture frames, (embroidered), .....	6
Rubber cases, .....	3
Rugs, (woven), .....	119
Roller towels, .....	362
Romper suits, .....	128
Restraint jackets, .....	14
Restraint mittens, .....	4
Sheets, .....	373
Sofa pillow, (woven), .....	12
Shirtwaists, .....	52
Suspenders, .....	173
Sponge bags, .....	2
Shelf covers, .....	12
Sash curtains, (pairs), .....	6
Sanitary napkins, .....	179



STAND PIPE



been introduced. Each month a birthday party is given for the children whose birthday comes within that month, and at this time they are encouraged to exhibit any articles they have made. When one boy proudly displays a fiber mat, another a pair of moccasins, a third, a book-rack or taboret, and the girls show hand made rugs, baskets, clothing and fancy needle work, it is easy to see the need in the near future, of a building given entirely to industrial pursuits.

Besides the provisions for maintenance, the Legislature of 1911 appropriated \$28,200.00 for special work and the purchase of adjoining real estate. Eleven acres of field land lying near our buildings, bordering the lake from which our water supply is taken, and already rented by the State, was purchased for \$1125.00. A farm consisting of twenty acres of field and fifty acres of pasture land, and a set of buildings, was bought for \$6000.00. The pasture provided a little much needed grazing land and contains a good sugar orchard. The field has already yielded two good crops and the house furnishes accommodations to the foreman and carpenter.

As this farm bounds the original purchase on the north and is the highest land near the school buildings, it was not only a good investment but very desirable as a location for a stand pipe, in order to get the best water pressure for fire protection. An appropriation of \$7500.00 was used in laying eight-inch pipe to this eminence and in the construction of a steel and cement stand pipe 28 ft. in diameter, 43 ft. 3 in. high, covered with a Gustaviano tile dome, and with a capacity of two hundred thousand gallons of water. This stand pipe has now been in use for nearly a year and is admirably serving the purpose for which it was constructed.

With the \$3150.00 provided for the pumping plant, a cement pump house with wooden roof has been built, a

as given at this school. It should not be forgotten, however, that good habits and a knowledge of useful occupation are easier to inculcate than emotional stability, moral integrity and good judgement, which require a nice co-ordination of the mental faculties. Occasional cases of mental enfeeblement, due to causes beyond our knowledge or control, will occur, but the indiscriminate reproduction of imbeciles by feeble minded parents, could and should be prevented.

Unless we recede from the ethical Christian teaching that the strong shall support the weak, the maintenance of the feeble-minded is inevitable. There may be a few families financially able, and intellectually capable of properly caring for a feeble minded son or daughter at home. The majority of the feeble minded however, should become life members of a school for feeble minded, and while the maintenance of a segregated community is an expense to the State, it is unquestionably the wisest course in the end.

An effort has been made to produce some improvement along medical and surgical lines. Every child's mouth has received the attention of a dentist; errors of refraction corrected by lenses; tonsils and adenoids have been removed in several cases, and orthopedic operations performed to improve deformities. Excepting a light epidemic of whooping cough the general health of the school has been excellent.

I feel that good, conscientious work has been done in our over-crowded school house, along both mental and manual lines. The Binet test has been given to all the children for three successive years and the comparative results are both interesting and instructive. The department given to minor carpentry has been re-organized, equipped with new tools and benches, and besides wood-working, the making of fibre mats and moccasins has

1	From Hillsboro County Farm.
1	From Carroll County Farm.
3	From Coos County Farm.
2	From Grafton County Farm.
1	From Mercy Home Manchester.
1	From New Hampshire State Hospital.
1	From Nursery for the Blind, Farmington, Ct.

The percentage of custodial cases and epileptics admitted, is larger than for the previous biennial period. Although these children are not so dangerous to the community as the higher grades of feeble minded, they are a class of which relatives and friends are glad to be relieved. Being untidy, nearly helpless, capable of little improvement, and requiring the constant attention of an attendant, each child of this class adds a little to our administrative care and expense.

Of those discharged, one girl, whose mother is a demented county charge, became insane and was committed to the State Hospital, Concord. Mental disease is often associated with mental enfeeblement, and since the opening of this school, six children have been committed from it, as insane.

One boy ran away and has not been returned. One boy and one girl were discharged as not being feeble minded.

Four girls and two boys died.

Nineteen were discharged to relatives.

As it seems wise to keep in touch with the feeble minded outside the institution, letters of inquiry have been sent to the friends or relatives of all children once enrolled in the school. Returns indicate that in the majority of cases the child has been benefited by its stay at the school.

I have no doubt that any boy or girl would be improved by a regulated life with systematic training such

# SUPERINTENDENT'S REPORT.

LACONIA, N. H., Sept. 25, 1912.  
*To the Trustees of the New Hampshire School for Feeble-Minded:*  
 I hereby submit the biennial report for the twenty-four months preceeding August 31, 1912:

Male Female Total

Number present Sept. 1, 1910,	86	86	172
Admitted during two years,	20	18	38
Readmitted during two years,	1	1	1
Discharged during two years,	12	11	23
Died during two years,	2	4	6
Number present Aug. 31, 1912,	92	90	182
Largest number present at any time,	91	92	183
Average number present during two years,	90	90	180
School cases admitted,	11	11	22
Custodial cases admitted,	9	7	16
Part Private cases admitted,	3	0	3
Private & Part Private cases now present,	7	3	10
Epileptics admitted,	4	1	5
Epileptics now present,	11	6	17
Applications received during past two years for admission of:			
Feeble minded,	82		
Epileptics,	35		

(The above applications are in addition to those on hand two years ago.)

Of the thirty-eight admissions the average age was 13.75 years, the admissions being as follows:

By Court Commitment,	3
From Private Homes,	24
From State Industrial School,	1
	13

During last April, the State Conference of Charities and Corrections, held its annual meeting at Laconia, and the first session was devoted to the School for Feeble Minded. Many persons from different parts of the State visited the institution and inspected all the various departments. Great interest was manifested in the progress being made by the children in their industrial work, to which much attention is paid by our instructors. It is a great source of satisfaction to the Trustees to have the institution visited by those who are so interested in its welfare, and they would especially urge that the citizens of our State acquaint themselves with the work of one of New Hampshire's greatest charities, by frequent visits to the School for Feeble Minded.

To the many friends throughout the State who have manifested their interest in the beneficent work that this School is doing, by gifts of money, books, toys, clothing, or by providing entertainment and diversions for the children in the school, the Trustees desire to express their most heartfelt thanks.

The successful progress made by the School during the biennial period just closed, is due to the personal devotion of the Superintendent, Dr. Baker, to the exacting demands of his work; and likewise to the teachers, nurses, and every attendant and employee, who have served for the highest interests of the School, and have worked untiringly and patiently for the welfare of the children placed under their care.

Respectfully submitted,

WILLIAM J. AHERN, Chairman,  
JAMES B. TENNANT,  
FREDERICK G. CHUTTER,  
S. HOWARD BELL,  
SUSAN C. BANCROFT, Secretary.



suitable quarters for them, the Trustees would recommend that the farm house which was located on one of the farms originally purchased, be enlarged by the addition of another story, and that the necessary plumbing and heating apparatus be installed.

During the past season, the farm has yielded an abundance of vegetables, which have given the inmates of the School a most varied dietary. Everyone who visits the institution is impressed with the manifest good health of all the children. This desirable condition is doubtless due to the abundance of good simple food provided for them, to their regular hours of play and work, and to plenty of exercise each day in the fresh air.

As health brings happiness, it is a natural result that the children of all ages, in the School, show every evidence of enjoyment as they go about the daily tasks assigned to them, or engage in their outdoor games and the varied amusements provided for their entertainment. For the second time the School for Feeble-Minded has been the recipient of a testamentary bequest from a donor who heretofore no one knew was interested in the work of this institution. In January, 1911, one hundred dollars was bequeathed by Mary A. Tapley of Farmington, N. H. As more and more it becomes known through the state what a beneficent work is being accomplished by this institution, it is to be hoped that many of our philanthropic citizens who are desirous of placing their money where it will accomplish a great amount of good for little children who are handicapped by mental deficiency, will also remember this school with bequests of money, so that a fund shall be available to provide for any needs that the biennial legislative appropriations do not cover.

It is likewise most important that a building be erected adapted to the care of epileptics. At the present time, the greater number of this class of unfortunates are confined at the State Hospital, which is the proper place for those in whom the disease has resulted in insanity, but there are a large number who develop epilepsy in their youth and for these the State should provide a refuge where they can receive the best care known to science, and so perchance obviate the mental degeneracy which follows neglect.

New Hampshire at the present time, may not be in a position to maintain a separate institution for the epileptics as is done in many other states, but they can be cared for either at the State Hospital or the School for Feeble Minded, if proper provision is made for them in these two institutions.

With the increase in the number at the School, it will be necessary to enlarge our school house. This can be done readily by dividing the second story into two school rooms, as is done on the first floor, and by adding another story to the ell above the sewing room. In this way, three large, well lighted, sunny rooms could be obtained, which would be available for the regular school and industrial work.

This enlargement of the school building would take away the small assembly hall which is so necessary an adjunct to the school. The Trustees would advise that appropriation be made for the erection of a one-story building of sufficient size to provide for the military drill and gymnastic exercises of the children, and also serve as a chapel for religious exercises and an assembly hall for all social activities.

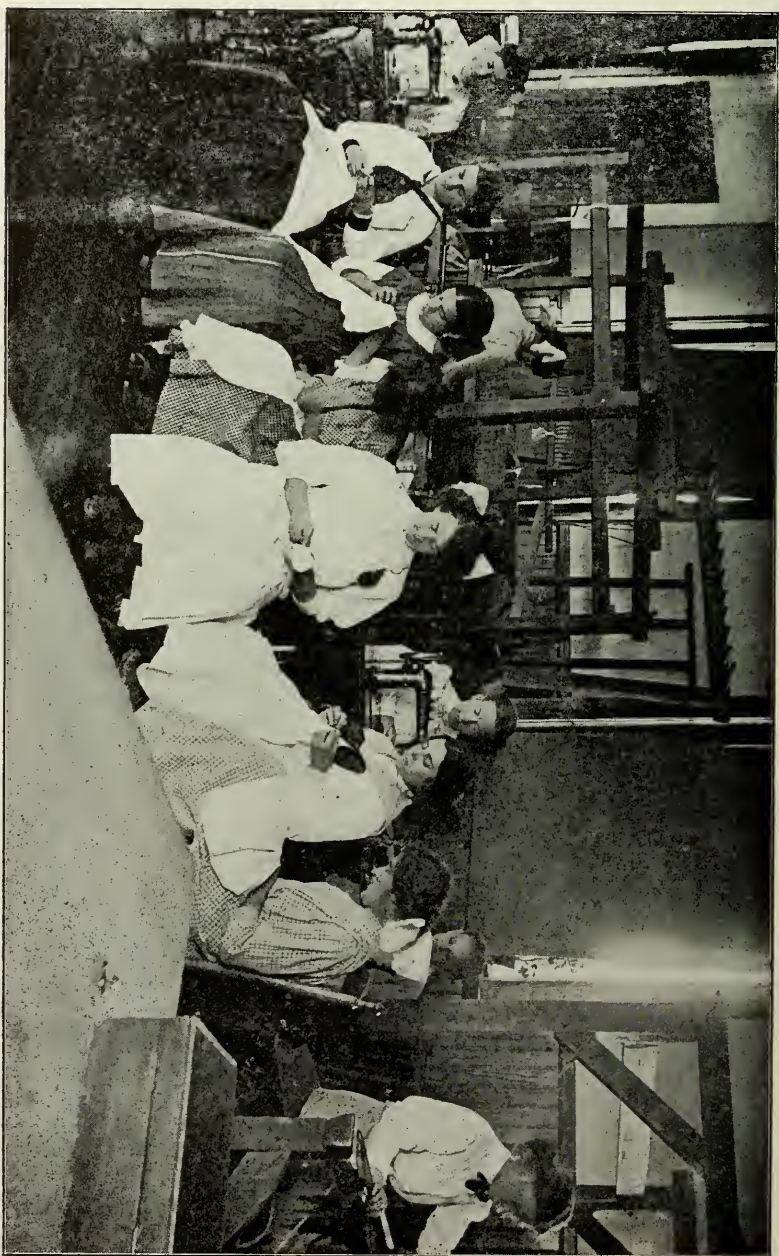
An increase in the number of inmates in the School, means a proportionate increase in the number employed as attendants, nurses and teachers. In order to provide

should be admitted here where each one may receive the scientific care and training adapted to his or her special needs, and also be safeguarded from the evils resulting from a defective mentality.

This institution should be provided with a custodial department where the adult feeble minded who are not insane, could be cared for and could be provided with occupation under trained supervision. In this way they could become in a measure self supporting instead of being an absolute burden, a dead weight for which the public treasury must provide. In order to accomplish this result most economically, it is very essential that the land holdings of the institution be increased. The State now owns three hundred acres. If we would profit by the experience of similar institutions in other states, the amount of acreage should be more than doubled. There is no occupation for the adult feeble minded boys more desirable than work upon the soil. It furnishes abundant opportunity for exercise of their husky bodies and for the development of their muscular strength. The Trustees would therefore ask that an appropriation be made for the acquisition of more land in the immediate vicinity of the School.

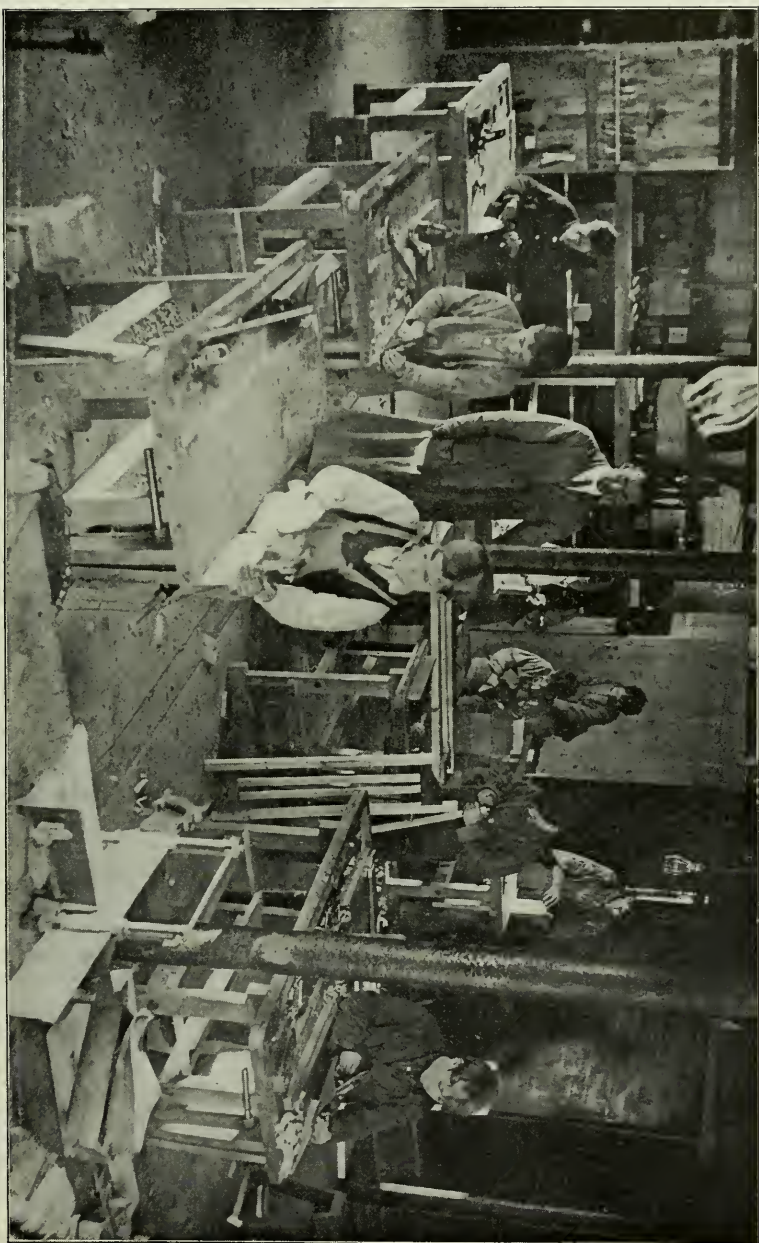
Our institution is overcrowded and many unfortunate demands for admission have been obliged to be refused because we had no more room. The waiting list of those who have applied for admission, is a long one. If provision is not made for these very soon by the State, these children will grow into manhood and womanhood ignorant and untrained, their vicious tendencies unrestrained. For this reason it is imperative that another dormitory be provided, similar in construction to those already built. Our kitchen and dining room facilities, as well as the laundry and heating equipment, are sufficient to take care of twice the number now in the institution.





SEWING ROOM





MANUAL TRAINING SHOP



The Trustees feel that the results accomplished by this School during the decade just coming to completion, show that the experimental stage in the care of the feeble minded, as it was regarded by some individuals, has long since passed, and that the time has now arrived when this institution should be enlarged. It is doing a most beneficent work and its scope of usefulness should be increased, so that every feeble minded child in the State, who cannot receive training in the public schools,

to improvement. senses and undeveloped muscles are more susceptible ended mental powers can be stimulated, their defective ed while they are children. At that period their weak- must assume the burden of caring for all the feeble mind- can be obtained. As a matter of self protection, society safeguarded, they will multiply faster than public funds If the feeble minded are not segregated, cared for and science, that degeneracy may be prevented.

the feeble minded child by every means known to while to attempt to awaken the sluggish mentality of no marked improvement can be made, surely it is worth fact which may be improved, but not cured; even if pense as long as they live. Feeble mindedness is a de- have to be supported and safe-guarded at public ex- show that several different families have each furnished two, three and four feeble minded children, who will public charges, either in the county farms, insane hos- pitals, jails or prisons. The records of this institution legitimate, who are defective and who eventually become infectious of diseases, and beget children, often times il- abroad in the community the most loathsome and in- with defective judgment and will-power, they spread life. Endowed with abnormal desires which are allied son, robbery or murder, are allowed absolute freedom of persons, who, if they commit no glaring crime, as ar-



## REPORT OF THE TRUSTEES

of the

New Hampshire School for Feeble Minded.

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*To His Excellency, the Governor, the Honorable Council and  
the Legislature:*

The Trustees of the New Hampshire School for Feeble Minded, in compliance with the requirements of the law, respectfully submit the sixth biennial report.

This institution was opened for the admission of pupils on the first of February, 1903. The first decade of its existence is almost completed. Starting with one dormitory which accommodated eighty pupils, it has more than doubled its capacity, while its equipment has been very materially increased, by the building of a school house, a second dormitory, a kitchen and refectory, a boiler house and a laundry. The appropriation made by the last legislature, furnished the institution with an adequate water supply and also made provision for the proper disposal of sewage.

Ten years ago the care and education of the feeble minded was a subject in which very few people were interested, and scarcely anything was done for this constantly increasing class of defectives. Now public attention has been forcibly called to the fact that degeneracy has increased to alarming proportions, because for many successive years, the feeble minded in this state have been allowed to roam at will in the communities where they lived, a prey to evil instincts of men, or the victims of their own unrestrained passions. In almost every town one may find one or more feeble minded

BENJAMIN WARD BAKER, M. D., Superintendent  
 HARRIETTE M. BINGHAM, Office Assistant  
 MATTIE O. THOMPSON, Matron  
 ALICE B. RICHARDS, Teacher  
 HARRIETTE W. PATTERSON, Teacher  
 FRED CHANDLER, Teacher Manual Training  
 JAMES A. YOUNGMAN, Farm Foreman

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OFFICERS.

## VISITING COMMITTEE, 1912-1914

The following is a schedule of visitations to be made by the Trustees during the ensuing two years:

### FIRST HALF OF MONTHS.

1912-1913.

October—Quarterly meeting of the Board.

November—Mr. S. Howard Bell.

December—Mr. William J. Ahern.

1913-1914.

January—Quarterly meeting of the Board.

February—Mr. James B. Tennant.

March—Mrs. Susan C. Bancroft.

April—Quarterly meeting of the Board.

May—Mr. James B. Tennant.

June—Mr. William J. Ahern.

July—Quarterly meeting of the Board.

August—Mr. S. Howard Bell.

September—Mr. William J. Ahern.

### SECOND HALF OF MONTHS.

1912-1913.

October—Mr. James B. Tennant.

November—Mrs. Susan C. Bancroft.

December—Mr. S. Howard Bell.

1913-1914.

January—Mr. Frederick G. Chutter.

February—Mr. William J. Ahern.

March—Mr. S. Howard Bell.

April—Mr. Frederick G. Chutter.

May—Mrs. Susan C. Bancroft.

June—Mr. S. Howard Bell.

July—Mrs. Susan C. Bancroft.

August—Mr. Frederick G. Chutter.

September—Mr. James B. Tennant.

# TRUSTEES, 1911-1912.

Gov. ROBERT P. BASS, *ex officio*.....Peterboro  
 SUSAN C. BANCROFT, Secretary.....Concord  
 WILLIAM J. AHERN, Chairman.....Concord  
 JAMES B. TENNANT, Treasurer.....Concord  
 FREDERICK G. CHUTTER.....Littleton  
 S. HOWARD BELL.....Derry

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W. B. RANNEY, PRINTER  
1912

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The Trustees

OF THE

New Hampshire

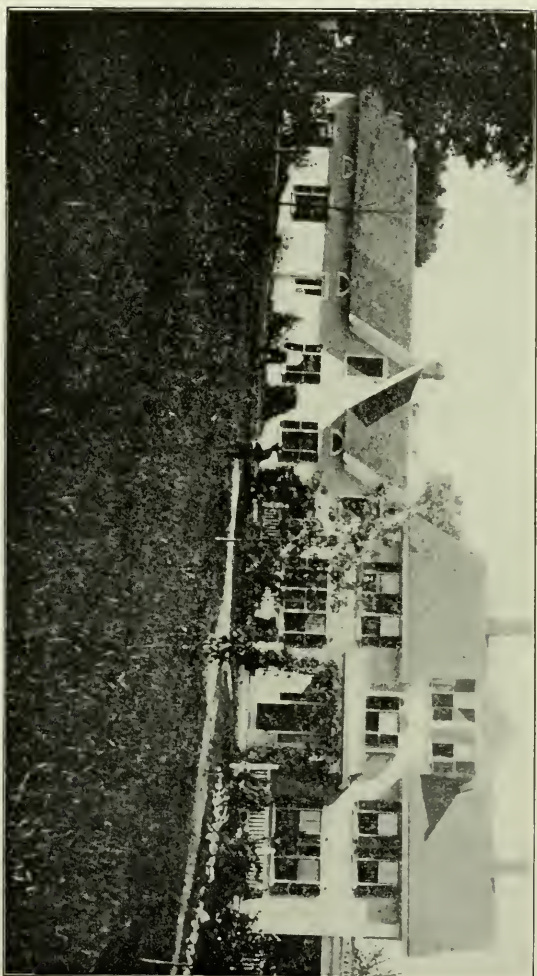
School For Feeble-Minded

At Laconia

For The Biennial Period Ending August 31, 1912

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VOL. II-PART III



ADMINISTRATION HOUSE





STATE OF NEW HAMPSHIRE

Report of Trustees

OF

STATE NORMAL SCHOOLS

1911-12

---

CONCORD, N. H.

1913

## THE BOARD OF TRUSTEES.

His Excellency Robert P. Bass, Governor.

Henry C. Morrison, Superintendent of Public Instruction,  
*ex-officio*.

Charles R. Corning, Concord. Term expires February,  
1913.

Benjamin F. Dame, Newmarket. Term expires February,  
1914.

James H. Fassett, Nashua. Term expires February, 1915.

Frank H. Foster, Claremont. Term expires February,  
1916.

George H. Witcher, Berlin. Term expires February,  
1917.

### ORGANIZATION.

President, Robert P. Bass.

Vice-President, Charles R. Corning.

Secretary, Henry C. Morrison.

Auditor, Frank H. Foster.

Principal, Plymouth Normal School, Ernest L. Silver.

Principal, Keene Normal School, Wallace E. Mason.

Steward of Normal Hall, Ernest B. Hardy.

## REPORT OF TRUSTEES.

*To the Honorable Senate and House of Representatives:*

GENTLEMEN:—We have the honor to submit herewith our biennial report as trustees of the state normal schools. The reports of the principals are attached and made a part of this report.

The period for which this report is made has seen extensive changes both in the schools and in the personnel and organization of this board. The principals of both schools resigned in the summer of 1911 and with the election of new principals the board deemed it best to reorganize completely both the educational and financial policies followed by the schools, to the end that the whole matter of carrying on the institutions might come more directly under the oversight and control of the board.

On the educational side, definite courses of study were adopted and plans devised by which the board might be better informed as to their carrying out. A distinct feature of the educational adjustment carried out has been the installation of thorough courses in domestic arts in both schools, and it is now required that every graduate must be able to teach this subject and also manual training, music and drawing in the elementary schools. Especially, was it kept in mind that a definite prescribed period under actual schoolroom practice should be secured from each student before graduation.

On the financial side, the budget system of administering the schools was adopted and thoroughly modern systems of bookkeeping and monthly reports to the board installed.

The conduct of Normal Hall, the students' home at Plymouth, was placed under the charge of a salaried steward and a set of books and monthly reports similar to those required for the normal schools was placed in service there.

## PLYMOUTH.

Detailed statement of the condition of the school together with statistics of attendance will be found in the principal's report.

We believe that the school is doing its work well as an institution designed definitely and purely for the purpose of training teachers for the common or elementary schools of the state. It undertakes nothing else and it is presumed that students upon admission require no further academic instruction.

The chief need of the school is in the direction of better dormitory facilities for the students. The present dormitory accommodates considerably less than the total number of students and teachers who must be housed. Others must be roomed outside in rented houses. This, of course, means a fixed charge upon the conduct of the dormitory as a business proposition and it amounts to an unnecessary and unjust tax upon the student body.

Attention is further called to the unsuitable character of the present dormitory, Normal Hall. As pointed out in our last report, it is a frame structure of flimsy construction, barn-like and unlovely to the eye. We have tried to make it and keep it as safe in all respects as we have been able to do, but we wish to point out once more that this board can not and does not assume responsibility for what might happen in a building of this sort.

## KEENE.

As in the case of Plymouth, a detailed statement will be found in the principal's report.

We feel that this school, established only three years ago, has amply justified itself. Not only has the enrollment of pupils been steadily growing, but the school has already established for itself a very notable influence in the section of the state in which it is located.

There is enrolled during the present fall term over sixty

students with an entering class of about forty. This indicates a minimum annual increase of about 25 per cent. When it is recalled that it took thirty years of struggling existence before Plymouth had reached this point, it must be clearly seen not only that the establishment of a second school was justified, but also that there has been an immense increase in the demand for trained teachers.

The board in its last report asked for a building appropriation sufficient for the erection of both a schoolhouse and a dormitory, together with a heating plant sufficiently roomy to afford space for boilers enough to heat all the buildings which will ultimately be needed on the campus. The Legislature made an appropriation large enough for the erection of a suitable school building, but this appropriation was vetoed.

The needs of the school are, of course, greater than two years ago. Then, the schoolhouse was felt to be a need, because a school is scarcely a school without a school building and the Hale Mansion is not a school building. Now, the same need exists with the further necessity of relieving crowded conditions. This year's work must be hampered because the building used is not only not a schoolhouse, but also because it is crowded. Even at the best, a schoolhouse cannot be ready until after the beginning of the next school year, in September, 1913, at which time the crowding can hardly fail to be worse than now.

The need of dormitory accommodations is fully as great as that of a school building. At present, there is nothing of this sort belonging to the school. The greater part of the young women in attendance must find rooms and board in the city as best they may. In many instances, parents have declined to allow their daughters to attend the institution until suitable rooming and boarding facilities under the control of the school are provided. Clearly, dormitories sufficient to house the entire non-resident student body must ultimately be provided. Probably nobody would dispute that. It seems to this board that it would be sound business policy to make such provision now and reap the

benefit, especially since construction is not likely to cost less in the future.

If new buildings are to be provided for, it is the mind of the board that a proper central heating plant should be erected simultaneously. It will have to be done eventually. If done now the cost of separate heating plants for the several new buildings will not have to be met.

#### FINANCIAL.

<i>Plymouth.</i>	1910-11.	1911-12.
Salaries . . . . .	\$19,710.00	\$18,080.33
Maintenance and operation . . . .	8,452.28	4,904.56
Incidentals . . . . .	905.78	565.90
Printing report . . . . .	30.00	14.85
Expenses of trustees . . . . .	325.00	126.52
	<hr/>	<hr/>
Total expenditure . . . . .	\$29,423.06	\$23,692.16
Balance unexpended . . . . .		\$2,827.84
Paid from balance in hands of trustees . . . . .	4,068.06	
	<hr/>	<hr/>
Appropriation . . . . .	\$25,355.00	\$26,520.00

In addition to the above, there was an expenditure for 1910-1911 of \$6,188.05 on account of boiler house and coal pocket at Plymouth. This appropriation was, however, under the control of the governor and council.

<i>Keene.</i>	1910-11.	1911-12.
Salaries . . . . .		\$14,067.97
Maintenance and operation . . . .	\$17,497.92	4,758.09
Incidentals . . . . .		1,347.80
Printing report . . . . .		35.34
Expenses of trustees . . . . .		117.56
	<hr/>	<hr/>
Total expenditure . . . . .	\$17,497.92	\$20,326.76
Balance unexpended . . . . .		2,767.09
		<hr/>
		\$23,093.85

Appropriation . . . . .	\$12,000.00	\$17,050.00
Income from tuition . . . . .	5,497.92	6,043.85
	<hr/>	<hr/>
	\$17,497.92	\$23,093.85

The sum referred to as "Balance in the hands of trustees" in the statement for Plymouth 1910-11, was the balance of an extraordinary sum which came into the hands of the trustees as a result of the legislative change in the fiscal year enacted in 1907.

It should be understood also that the trustees have in connection with the Keene School an income from the city of several thousand dollars annually on account of pupils in the model and practice schools.

#### RECOMMENDATIONS.

The trustees estimate the requirements of the two fiscal years next ensuing as follows:

For Plymouth, \$26,520 annually, if allowed in a lump sum, or \$30,000 annually if apportioned under several different heads as in the case of the appropriations of the last two Legislatures.

For Keene, \$19,000 for the fiscal year 1913-14 and \$21,000 for the fiscal year 1914-1915. If these appropriations are to be apportioned, \$2,000 should be added to each.

In explanation of the above, the following statement should perhaps be made.

Until the legislative session of 1909, it had been the practice to make a single appropriation to cover the current need of each institution, that is, to pay the running expenses. Thus, the appropriation for the support of the Plymouth School was for many years \$25,000 annually. In 1909, the practice was adopted of making several appropriations instead of one. For instance, in place of \$25,000 for running expenses, we had \$19,000 for salaries; \$5,000 for maintenance and operation; \$1,000 for incidentals; \$30 for printing report; and \$325 for expenses of trustees;—making a total of \$25,355. Now no board of trustees can tell three



years in advance what its needs as to salaries are going to be. No board can tell what "maintenance and operation" or "incidentals" items are anyway, still less what the needs are going to be two and three years in the future. Hence if the school is not going to be seriously cramped, the appropriations under each head must be amply large to provide for contingencies. On the other hand, if a single appropriation is made, then the board can contract on some accounts each year when it finds itself obliged to expand on others. In a word, we can get along very comfortably at Plymouth on the same appropriations as for the last two years if a little flexibility is allowed as to how the expenditures are to be distributed; if the total appropriation is distributed for us to start with, then we shall need enough for all contingencies under each separate head, and we think that will total about \$30,000. The same principle applies to the appropriations for Keene.

REPORTS OF THE PRINCIPALS.



## PLYMOUTH.

*To the Trustees of the New Hampshire Normal School:*

GENTLEMEN:—I herewith submit my first report as principal of the Plymouth Normal School.

The school was in session forty-four weeks during the past year; fall and spring terms of eighteen weeks each, and a summer term of eight weeks. For the fall and spring terms the enrollment was one hundred thirty-two (132); for the summer term, thirty-one (31); a total of one hundred sixty-three (163). Forty-five were graduated from the general curriculum, and twelve were graduated from the teachers' curriculum, making a total of sixty-seven.

The number of graduates is by no means adequate to the demand for teachers. Probably at least fifty more teachers could have been placed. The working of the law providing state aid to towns employing normal graduates is partly responsible for the large demand for our graduates. This law surely must be highly advantageous to the educational conditions in the state. To meet the demand for teachers the supply of normal graduates must be greatly increased. The large entering class at Plymouth for the year 1912-13 is a cause for satisfaction. Many more teachers, however, than Plymouth and Keene together are preparing for service must be provided to meet the educational demand and opportunity. It would seem that some systematic procedure should be inaugurated for acquainting the young people of our high schools with the work of the normal schools and the call for trained teachers. Perhaps the principals could serve the state no better than by visiting as many high schools as their school duties will allow, for the purpose of informing high school officials and students of the benefits of normal school training and of stimulating larger attendance at the normal schools. Such procedure should operate to increase the number of trained teachers

available and to discredit the too common practice, fortunately decreasing, however, of placing untrained high school graduates in the common schools.

The advent of a new principal, coincident with the reorganization of the school by the trustees, presented many difficulties for the year 1911-12; difficulties in the adjustment of programs for students; in the work of teachers; and in the administration of the Training School. Some matters of policy were directed by the trustees; other matters naturally were changed by a new principal; however much it might have been desired to follow precedent in certain lines, the new administration doubtless created in those lines somewhat different thoughts and acts. On the whole, however, the work of the school may fairly be said to have progressed satisfactorily. The devotion of teachers to the best interests of the school has been commendable. The school spirit shown by the students has been a joy and pride to the principal; inconveniences and restrictions have been borne without complaint; new requirements and different customs have been accepted graciously.

In this connection I wish to pay tribute to the worth of the student government here, known as the New Hampshire Normal School State, founded several years ago, by my predecessor, Doctor Klock. While it probably is true that no form of school government can be entirely successful without constant oversight and supervision of the school authorities, in Plymouth Normal School the School State exists in well-nigh perfection. In formation and preservation of a healthy school spirit, in efficiency of control of minor matters of discipline, and, above all, in concrete education in civil government with its opportunities for participation in primaries, elections, conventions, courts and other functions of government, duties, privileges and responsibilities herein are made real and significant; qualities of leadership are demanded and developed. A student estimate of the worth of the New Hampshire Normal School State is expressed by Attorney-General Agnes C. Bruton (Class of 1912) in the following:

"The government of the Plymouth Normal School is in the hands of the student body organized into a miniature state. Following the provisions of a well-formulated constitution, there are three branches of government, the legislative, the executive and the judicial, each affording various opportunities for a display of ability. The legislative department, which consists of a senate and a house of representatives, is empowered to draw up all the regulations concerning the welfare of the citizens of the state. The enactments, subject to the approval of the faculty, become laws which govern the student body. At the head of the executive department is the governor, who, with the assistance of a council, directs all the affairs of state; but it is upon the judicial department with its judges and sheriffs that the enforcement of the rules depends.

"It is the right of every citizen to share in the making and execution of the laws; it is his duty to aid in law enforcement, and by every reasonable means to promote the honor of the state.

"The success of the student government is unquestioned when the many advantages connected with its administration are considered. Not only is practical instruction gained in familiarity with the formal methods of procedure, but certain basic requirements of their origin in its functions. The enforcement of the law demands a sense of justice and breadth of mind which cannot be acquired in any other manner than through personal contact; the ingenuity with which various situations must be met necessitates a spirit of self-reliance invaluable in the school room. Student government at Plymouth Normal School is not an experiment, but is the fruition of ten years' successful experience."

The material conditions of the Normal School are reasonably good. We should have some additional apparatus, and a larger professional library, with more text-books for the Training School. Desirable as these additions are, we can put in a few at a time, without serious detriment to the immediate efficiency of the school. Some opportunity

for play adjacent to the Training School is sadly needed. The state owns land enough between the Normal School and Main Street, but the location is such as not to render it conveniently available for plays and games at recess and under the eversight of Training School teachers. Probably this difficulty cannot be obviated at once.

The Principal's residence has ben repaired at considerable cost, so that it is now as convenient and livable as economy would allow us to make it. The state should make provision for a new house within a few years. It would be poor economy to spend much more money on the present building. In a few years shingling and painting will be necessary; when that time comes a new building should be provided for. The present building is not worth the added cost of another general repairing.

It is very desirable to have more dormitory room. At present there are fourteen students who are rooming outside the dormitories. Woodworth Hall is accommodating twenty-one people. In every way life at Normal Hall is preferable to life outside. If the school were to have its full allowance of students a year hence, as there is some indication now, some fifty students would have to be provided for outside Normal Hall. Unless it is cheaper to lease Woodworth Hall, as is done at present, than it would be to pay interest and upkeep on a state owned building, it would be wise to consider the proposition of a new dormitory adequate for all our needs. In a new dormitory provision could be made for suites of rooms adapted for house-keeping, where those girls who find it necessary to board themselves could put in practice some of the principles learned in the domestic economy classes. A further possibility in a new building would be a gymnasium worthy of the name, where plays and games and recreations of varied sorts could take place. Rooms should be available at all times for an infirmary and for a guest room. Nothing of the kind exists now. What the trustees said in their 1910 report about the present dormitory, Normal Hall, is too true.



I submit to the consideration of the trustees the need in Plymouth Normal School for a model or training district school. Many of our graduates teach in rural schools. Some of them are obliged to teach in rural schools to meet conditions imposed by their scholarships. If satisfactory arrangements can be made with Plymouth District, I suggest that the State take at least one of the village schools, as conveniently situated to the Normal School as possible, to be known and conducted as a model district school.

The introduction of domestic economy in 1911, has already justified itself. One of our graduates is employed to teach domestic economy for full time. Several other girls are employed as regular teachers, but give part of their time to departmental work in cooking and sewing in the towns where they teach. There is a growing demand for teachers equipped to teach cooking, sewing, manual training, music and drawing as regular subjects of the curriculum. Apparently the regular teacher, especially in rural towns and villages, is to make the *special teacher* unnecessary; the specialist is to be a supervisor.

The summer school of eight weeks was reopened after an omission of one year. The attendance, though small, was all that could be expected in view of the break, the lateness of decision about the summer school, and the difficulty in getting advertising matter before the class of teachers who most generally are interested in the summer term. The session was decidedly successful and evidenced to the principal the great worth of the summer work. There is no doubt that the summer term fills a great need which ought to be met for the greatest possible good of New Hampshire schools. The attendance of the summer session ought to be greatly increased. The work is made decidedly practical, it leads to graduation, and can be taken by a class of students who perhaps would be unable to take the work at any other time or in any other way. Liberal financial support should be given this work. Opportunity in every line of work offered during regular term time should be open, and perhaps there should be provision for special



work of a broader and higher type than is given in the regular term.

The department of nature and gardening is decidedly agricultural in its flavor as was pointed out in the report of Principal Klock for 1910. The report of Doctor Klock stated our great need for a greenhouse for the study of plant life and for furnishing specimens in all stages of growth and at all times. I strongly second the recommendation made by Doctor Klock that some form of greenhouse be provided for at the earliest possible date, as part of the proper equipment of our course in nature and gardening.

#### TEACHERS' CURRICULUM.

When the teachers' curriculum was provided for some years ago, it was doubtless intended to serve teachers of several years' experience for whom it would be a hardship and possibly unnecessary to spend two years in professional study, and also to provide means of supplementing and improving a previous preparation inadequate to meet present legal requirements and professional necessity in the work of teaching. As years have gone on there has been a tendency to accept as students in this curriculum high school graduates or non-high school graduates who have taught for a very short time. In the working out of this practice is a situation which seems to your principal an undesirable one. A girl may teach two years either with or without proper academic training, and then, by spending one year at Normal School, may receive practically the same credit and honor as a graduate of the regular two-year curriculum. It seems to the principal wise to accept as students of this curriculum only those who have had experience of several years, and who may be expected to have gained by that experience maturity, class-room efficiency, and some scholastic equipment which do not come in brief space of time without definite, well-arranged studies. I would suggest, therefore, that the trustees prescribe for the Plymouth Normal School, as a condition to entrance to

the Teachers' Curriculum, a teaching experience of at least five years. Some of our best graduates are those who have taken this short course, but, generally speaking, one year is entirely too short to equip for good teaching on a basis of sound principles and supervised training.

# CALENDAR.

	1911-12.	1912-13.
Opening Fall Term . . . .	Sept. 12	Sept. 10
Thanksgiving Recess . . .	Nov. 29-Dec. 4	Nov. 27-Dec. 2.
Christmas Vacation . . .	Dec. 16-Jan. 2	Dec. 21-Jan. 6
End of Fall Term . . . . .	Jan. 27 (1912)	Jan. 25 (1913)
Opening Spring Term . .	Jan. 30	Jan. 28
Holiday . . . . .	Feb. 22	Feb. 22
Spring Vacation . . . . .	Mar. 30-Apr. 15	Mar. 29-Apr. 14
Commencement Week . .	June 9-12	June 8-13
End of Year . . . . .	June 12	June 13
Summer Term	July 9-Aug. 31	July 8-Aug. 30

Respectfully submitted,

ERNEST L. SILVER,  
*Principal.*

October, 1, 1912.

## ENROLLMENT.

Enrollment, 1911-12, by Towns.      Fall and Spring Terms.

Alton.....	1	Lawrence (Mass.).....	1
Amesbury (Mass.)....	1	Lebanon.....	1
Andover.....	1	Littleton.....	4
Bartlett.....	1	Londonderry.....	1
Barton (Vt.).....	1	Lyme.....	2
Berlin.....	3	Manchester.....	29
Bedford.....	1	Meredith.....	1
Bethlehem.....	1	Merrimack.....	1
Boston(Mass.).....	1	Milan.....	1
Bradford.....	1	Nashua.....	1
Cabot (Vt.).....	1	Newfields.....	1
Candia.....	1	Northumberland.....	1
Canterbury.....	1	Norwich (Vt.).....	2
Center Harbor.....	1	Orford.....	1
Colebrook.....	2	Penacook.....	2
Concord.....	4	Peterborough.....	1
Contoocook.....	1	Plymouth.....	8
Conway.....	1	Reed's Ferry.....	1
Derry.....	1	Rochester.....	2
Dover.....	6	Rumney.....	2
Exeter.....	1	Salisbury.....	1
Franklin.....	5	Somersworth.....	1
Hampstead.....	1	South Berwick (Me.)..	1
Hanover.....	3	Sunapee.....	1
Haverhill.....	2	Tilton.....	4
Hinsdale.....	1	Washington.....	1
Hudson.....	1	Weare.....	1
Irasburg (Vt.).....	1	Whitefield.....	2
Jefferson.....	1	Wolfeboro.....	1
Laconia.....	7	Woodstock.....	1
Lancaster.....	1		—

## Enrollment, 1911-12, by Counties. Fall and Spring Terms.

Belknap.....	14	Strafford.....	10
Carroll.....	3	Sullivan.....	1
Cheshire.....	1		
Coös.....	11	Massachusetts.....	4
Grafton.....	24	Maine.....	1
Hillsborough.....	36	Vermont.....	5
Merrimack.....	16		—
Rockingham.....	6		132

## Enrollment, Summer 1912, by Towns and Counties.

Andover.....	2	Vergennes (Vt.).....	1
Antrim.....	1	Winchester.....	2
Bartlett.....	2		—
Boscawen.....	1		31
Boston (Mass.).....	1		
Colebrook.....	2	Belknap.....	3
Dalton.....	1	Carroll.....	2
Laconia.....	1	Cheshire.....	2
Lancaster.....	1	Coös.....	4
Lisbon.....	2	Grafton.....	7
Littleton.....	5	Hillsborough.....	3
Londonderry.....	2	Merrimack.....	3
Manchester.....	1	Rockingham.....	2
Newburyport (Mass.) .	1	Sullivan.....	1
New Hampton.....	1		
Newport.....	1	Massachusetts.....	3
New Salem (Mass.)...	1	Vermont.....	1
Reed's Ferry.....	1		—
Sanbornton.....	1		31

## KEENE.

*To the Trustees of Normal Schools of New Hampshire:*

GENTLEMEN:—I submit herewith my first annual report, it being the third in order of the annual reports for the Keene Normal School.

The past year has been one of growth as well as organization. While numbers do not make a school the steady increase in attendance, in spite of the handicap of insufficient building accommodations, has been very gratifying. The total registration for 1910-1911 was forty-nine. Fifty-three pupils were registered in September, 1911, and six more entering in February, 1912, made the total registration for the year 1911-1912 fifty-nine, or a gain of more than 20 per cent. The outlook for next year is excellent but the numbers will show no rapid increase until dormitory accommodations are provided.

Before speaking of the work of the year I wish to make acknowledgment to my predecessor Principal Jeremiah M. Rhodes and his able assistants for their organization work. While I found many things to be done, as there will be many things to do each year for several years before the organization is complete, so much had been accomplished in the two short years of the school's history that the work of his successor was comparatively easy.

### COURSE OF STUDY.

In September, 1911, the first problem of your principal was to put into operation the new course of study adopted by the trustees for the New Hampshire Normal School.

This course of study is planned on distinctly new lines. Normal Schools in general have taught their pupils to proceed from the concrete to the abstract in all their teaching. In their own class-room work they have reversed the process. Pupils have been made to review their grammar and

high school studies and then have been put into the practice school for the application of the principles which they have been studying. We are trying to practice what we preach.

Normal pupils who have eight years of grade work followed by four years of high school study do not need to review in an academic manner the arithmetic, history, grammar of these graded schools. They come to a normal to learn how to teach these studies and while it is true that one cannot teach what one does not know it is also true, as our experience shows, that all the review which is needed in these studies of the graded school curriculum is easily secured by observation lessons, conferences, discussions of methods, preparation of lesson plans and similar exercises without taking valuable time for formal reviews.

High school studies are not reviewed at all. Formal algebra and geometry as such have no place in the normal school. Sciences are taught in one group as nature study. Foreign languages are not required or offered. They have no place in the school which is training teachers for grade work.

Music, drawing, manual arts, cooking and sciences are taught by a combination of academic and practice lessons and must continue to be thus until those subjects are more generally offered by the high schools of our state.

We believe in "learning to do by doing." Our juniors are assigned at once on entering school for an hour each week to Batavia work in the school room. This serves to acquaint them with the curriculum, offers an opportunity for child study at first hand, and familiarizes them with the practice schools to such an extent that they can enter upon their practice work in the senior year more understandingly and with more assurance of success from the start. This Batavia work is continued for one semester with individuals and for the second semester of the junior year with small groups.

During the senior year each pupil has eighteen weeks of steady practice. No matter what grade she intends to



teach after graduation, she must spend four weeks in each of the three school divisions, primary, intermediate, and grammar, and is then assigned for six weeks to the grade for which she is the best fitted. During this time she is, of course, required to teach sewing, cooking, manual arts, music, nature study, etc., as well as the academic studies.

We are emphasizing this practice work as we believe it to be the most effective part of the normal training. We are especially fortunate in our opportunities for practice having more school rooms for this purpose, in proportion to our number of pupils, than any other school in New England. The opening of our Model District School and Kindergarten room for 1912-1913 will further extend these opportunities for practice in two directions in which they are much needed.

#### COÖPERATION WITH KEENE AND NEIGHBORING SCHOOLS.

A normal school should be the educational center of the community in which it stands. The Keene Normal has established the most friendly relations with the school officials and teachers of Keene and of the neighboring towns. Extension classes held on Saturday have been well attended by local teachers and Saturday educational lectures and addresses have drawn large audiences of teachers and citizens who with our own pupils have taxed the accommodations of our attic hall to the limit. The list of lectures for 1911-1912 is as follows:

#### COURSE IN MUSICAL APPRECIATION.

How to Listen to Music, Mr. Clayton Hotchkiss  
Assisted by the Misses Hazel Geddes and Beatrice Tucker  
of Winchendon, Mass.

Development of Music—The Early Composers,  
Mr. Hotchkiss

Assisted by the Unitarian Choir.

Development of Music—The Modern School, Mr. Hotchkiss  
Illustrated by Victor Machine Selections.

An Hour with Grieg, Mr. Chester Haviland Crane Dudley  
Illustrated by Piano Selections.

An Hour with the Opera, Mr. Nelson Coffin  
Illustrated by the Victor Machine.

An Afternoon with Liszt, Program by the Keene Music Club  
Lecture by Mrs. Frances Mackintosh

Piano illustrations:

Mrs. Frank Huntress, Mrs. Harrie MacGregor, Mr. C.  
H. C. Dudley.

Violin Selections, Mrs. Edith Christie Miller.

#### GOOD HEALTH TALKS.

First Aid to the Injured, Dr. Herbert Faulkner  
With illustrations and Drill in Bandaging by Elliot City  
Hospital Nurses.

Care of the Eyes and Ears, Dr. Arthur A. Pratt

#### TRAVEL TALKS.

A Journey Through Scotland, Miss Jane Elliot  
Illustrated by Stereopticon.

#### NATURE STUDY LEAFLETS.

A series of nature study leaflets have been issued during the year and distributed free to all teachers, committees and superintendents in the state. They have consisted of simple lessons adapted to district and village schools and the demand for them on the part of teachers and superintendents warrant their continuance. The following numbers have been issued:

October, 1911, Bulb Gardens.

November, 1911, Apple Growing. The Fruit.

January, 1912, Apple Growing. Insect Enemies.

February, 1912, Apple Growing. The Tent Caterpillar.

March, 1912, Apple Growing. Buds and Branches.



## MANUAL AND HOUSEHOLD ARTS.

The accommodations for the classes in these subjects are totally inadequate and yet great enthusiasm has been shown and splendid progress made. The problems presented to the classes are of a practical nature. Joints are not made nor stitches taken for drill, but useful articles are fashioned in such a manner that the pupils learn to make the joints and sew with the various stitches in the making of these articles.

The exhibit held at Commencement received the highest commendations from those competent to judge of work in these lines.

The opening of the new manual room in the Winchester School and the installing of the electric lathe will offer excellent opportunities for more advanced work in the manual department.

## SCHOOL GARDEN.

The nature study class laid out a garden 80 feet x 80 feet on the campus in the early spring. A plan was drawn, each girl made her own blueprint of the same (learning to read blueprints therefrom), and planted one variety of vegetables and one variety of flowers. Both flowers and vegetables have done well, several varieties receiving first premiums at the Cheshire Grange Fair.

## TOMATO CLUB.

Not very much had been done in previous years in the schools of Cheshire County in the line of nature study. The nature study department after viewing the question from all sides decided that a club of pupils of the county schools would be the best means of stimulating this interest. Based on experience with Corn and Potato Clubs in Massachusetts it seemed best to organize for the first year a club for the study of a single plant rather than for a large variety. As the tomato seemed the best adapted for this section and

a plant which could be easily raised by both boys and girls and one which would be of practical benefit in its product, "The Keene Tomato Club" was organized. Invitations were sent, through the teachers, to the pupils of the county to join the club, the only requirement for membership being the agreement to plant the seeds according to directions, to send a sample product to the exhibit, and to keep a diary of the garden which should be written up in the form of a booklet. The local Grange coöperated heartily, appropriating a sum of money for prizes which were to be given for the earliest tomato, the largest tomato, the best plate of five specimens, for the best booklet, and for various forms of the preserved fruit. Prizes were offered for grades one to five, inclusive, and for grades six to nine, inclusive. The nature study department offered a year's subscription to the *Garden Magazine* to the schools securing the largest number of prizes. We thought that we might secure a membership of two or three hundred. Applications began to arrive at once, more than six hundred being from Keene, and nearly four hundred from towns outside of Keene, some coming even from the southeastern part of the state.

The number was so large that the County Pomona Grange was asked to duplicate the Cheshire Grange prizes, which they gladly did, making their offer to pupils outside of Keene but in Cheshire County, and the local Grange prizes were confined to city pupils. Seeds were provided free and a pamphlet sent to each member containing some facts of interest concerning the history of the tomato, careful directions for planting, care, fertilization, harvesting, etc.

Tomato Day was held on September 17 in connection with the Grange Fair and was highly successful.

Next year we hope to organize a club for planting both flowers and vegetables, open to membership from pupils anywhere in the state.

#### MODEL DISTRICT SCHOOL.

*The Journal of Education* in a recent issue says, "One does not need to travel much, if his eyes are open, to see that

normal schools are facing problems of their own. They are genuine problems and they are serious. The Normal Schools of the twentieth century are between the upper and nether millstones."

There are innumerable men, wise and square, who call attention to the fact that the normal schools should prepare teachers for rural schools, and they do not. If a good normal graduate goes into a rural school it is for "experience" and she flies to the city as soon as she has had experience. "Unless the State Normal Schools," say they, "help the schools that most need their help, they do not fulfill their mission." There is no answer to this. The state must, and will, provide rural teachers trained for efficiency in their work.

This is especially true of New Hampshire. Our teachers must be prepared to go into the district schools and bring to them some reflection of the newer light in the educational world.

Educators everywhere concede that the most important problem of the educational world today is the improvement of the rural schools. One half of the school population of the United States are registered in rural schools and more than 95 per cent. of these pupils never go beyond the district school. Every well-informed person knows that the conditions of our rural schools are not what they ought to be. It is all right to laud the "little red school-house." It has done its work—noble work for the boys and girls of earlier generations. Many of the men and women who helped to shape the destinies of our country owed their ability to the training secured in these rural schools. But in the past twenty-five years the city schools have gone forward by leaps and bounds. Colleges, high schools, graded city systems and town schools have entirely changed their subjects and methods of instruction, holding fast to the best of former times and adding all that modern study has shown to be desirable in the process of youth development.

In these advantages the rural school has not shared.

The twelve millions of pupils attending rural schools in too many instances are studying the same things and are being taught by the same methods as were in vogue fifty years ago. These pupils are thus severely handicapped in their life work when compared to the boys and girls who have had the advantages of town and city schools. This ought not to be. The wise state will see to it that the advantages are equalized. It will not permit discrimination against the rural communities. Our own state has already taken a step forward in this direction by allowance of two dollars a week to those rural communities employing trained teachers. We hope that it is to further aid these communities by increasing the facilities for normal school instruction.

The Keene Normal School recognizes this need of rural school improvement. One hour each week in the course in pedagogy is devoted to the study of rural sociology. Teachers must be trained to see this need and to realize the splendid opportunities for service in this field. It is not enough, however, to see the need and to desire to help. Rural school problems are entirely different from city school problems. Many a girl trained in a normal school under city conditions has gone out to teach a district school and made a complete failure. We, at Keene, are planning for a real rural school preparation by establishing a model district school. This will be held in a typical one-room school building and we have secured the best teacher in New England for this work. Here we shall teach the three R's as intensively as they were ever taught in the good old time, but, in addition we shall give the pupils an opportunity to develop hand as well as brain, in carpentry, cooking, sewing, weaving, gardening, etc. All these practical activities can be carried on in the one-room rural school with very little additional expense; and experience has shown that they will vitalize the entire school work.

In short in our model rural school we shall establish just what the Country Life Commission recommended. "A new life of school for the country, which shall teach as

much outdoors as indoors and perhaps more, so that they will prepare for country life, and not as at present for city life.

There is a deep significance of "Back to the Farm." Country life is the ideal life when conditions are right. And one of the most important conditions is a good school. The Keene Normal School proposes to do everything in its power to assist all educational work, but it is especially interested in building up the rural schools of New Hampshire.

#### FACULTY.

After all the teacher makes the school. Books, material and equipment help, but the personality of the teacher is the large factor. This truth has been recognized in securing teachers for the coming year. New England has been searched for the best obtainable. The teaching force has been practically reorganized, teachers of more maturity, of wider experience replacing many of last years force and much stronger work in all lines will be the result.

#### HOUSEHOLD ARTS.

Many letters of inquiry have been received during the year concerning preparation of teachers for cooking and sewing in the schools of the state. There is a large demand for such teachers and for such courses. We have an unusually good opportunity to prepare teachers for this work and I would recommend that plans be made for such a course to go into operation in September, 1913.

#### SUMMER SCHOOL.

Inquiries were received from many sources, some of them from towns in the neighboring states concerning a summer school. All such inquiries were referred to Plymouth. I believe, however, that the peculiar advantages of our location to attract summer students from the south-eastern part of the state and from nearby towns in Vermont



and Massachusetts, combined with the opportunities to present some forms of school activities which could not be so easily carried on elsewhere, warrant the careful consideration of this matter by the trustees for next year.

### NEW BUILDING.

The failure to secure an appropriation for new buildings in 1911 was a great disappointment to the school and its friends and set back its advancement very materially. The Hale Building answered very well for the first two years for a school building, but it is now entirely inadequate. There is only one room available for study purposes, many pupils having to study in the principal's office. The recitation rooms are entirely too small for the size of the classes. There are no facilities for any sort of experimental work in elementary science. The assembly room is in convenient and ill adapted to the purposes of such a room in a normal school.

There is great need of a dormitory.

### THE DORMITORY.

In the letters of many parents who write concerning the opportunities for their daughters inquiries are made concerning the dormitory facilities. The average mother does not want her daughter to go away to school unless she can be in a dormitory under close supervision. The Federation of Women's Clubs of New Hampshire sends to the normal schools each year four girls, paying all their expenses. They refused to consider sending two of their girls to Keene this year because we have no dormitory. A building which would care for fifty pupils would be filled immediately. Having established a normal school which, by its constant increase in attendance, has demonstrated its usefulness to the community wherein it is located it is inconceivable that the state should not give to this school the support it needs. Reports from all sections of the state indicate that the senti-

ment to the next Legislature will be in favor of giving us adequate buildings.

The Committee in Normal Schools from the State Grange visited us last fall and their report emphasizing our needs in this direction will help us greatly by creating sentiment in favor of our needed buildings. Their report in part says, "Nature study and the principles of agriculture are given a leading place, especially at Keene where the large grounds and fine greenhouse afford ample scope to carry out the plans of an enthusiastic principal, who had large experience and interest in this line previous to his present position. The school here at Keene, although much smaller in numbers, and so limited in room space that the work is carried on under many difficulties, is fully abreast of any of its kind. It is needy and deserving of large help from the state, and we expect, soon, to see a well-grown-up institution from this infant plant."

In accordance with the vote of the trustees I have arranged with the firm of Brainerd & Leeds, associated with R. Clipston Sturgis both of Boston, to prepare drawings for two buildings, a school building and a dormitory.

These two buildings should be built during the summer and be ready for occupancy next September.

In closing this report, I wish to express my sincere thanks to the members of the board for helpful suggestions and unfailing support in my efforts to further the interests of our school. To their wise oversight and to the enthusiasm, loyalty and professional ability of my associates in the normal and practice schools is due whatever success Keene Normal has attained during the past year.

WALLACE E. MASON.







THIRTY-FIRST REPORT OF THE BOARD  
OF TRUSTEES OF THE NEW HAMPSHIRE  
COLLEGE OF AGRICULTURE AND THE  
MECHANIC ARTS FOR THE TWO YEARS  
ENDING AUGUST 31, 1912.

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*To His Excellency the Governor and the Honorable Senate and House  
of Representatives of New Hampshire.*

DURHAM, N. H., September 1, 1912.

I have the honor of transmitting herewith the report of the New Hampshire College of Agriculture and the Mechanic Arts for the two years ending August 31, 1912.

Yours respectfully,

WARREN BROWN,  
*President of the Board of Trustees.*



## REPORT OF THE PRESIDENT.

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DURHAM, N. H., September 1, 1912.

*Hon. Warren Brown,  
President of the Board of Trustees.*

SIR:—

In the absence of a president, the preparation of the biennial report of New Hampshire College falls upon the acting president.

On July 1, 1912, the following letter was sent to the president of the board of trustees:

DURHAM, N. H., July 1, 1912.

*Hon. Warren Brown,  
President, Board of Trustees, New Hampshire College,  
Hampton Falls, N. H.*

DEAR MR. BROWN:—

The position of president of New Hampshire College which I have held for the past nine years, I herein formally resign, respectfully requesting that I may be relieved from duty by September first of this year.

The presidency, while meaning responsibility, has carried with it many compensations and the college and its continued prosperity will always be a source of great interest to me.

Business opportunities which particularly appeal to me have influenced me to my decision, although I regret to sever associations which have brought to me much pleasure.

It has been a great satisfaction to see the college grow in numbers and efficiency, and at this time I wish to express to the trustees, faculty, alumni, students, and people of the state my appreciation for each and every word or act which has helped towards progress.

During these nine years the number of students has increased from 111 to 315, the faculty from 20 to 48, the number on the experiment station staff from 13 to 23, courses of studies offered from 120 to 276, the number of buildings from 6 to 15, the value of the college plant from \$135,000 to \$500,000, volumes in the library from 9,000 to 30,000, private gifts to the college have amounted to \$51,500; expenditures have not exceeded income, and the old debt, incurred prior to 1903, has been reduced from \$18,000 to \$10,000. Moreover, entrance requirements and scholarship standards have been raised, courses of study revised and strengthened and higher ideals of college life and work established.

I feel sure that the formative period for the institution is in the past and that with the loyal support of all forces a new president will be able to guide the college to still greater success.

I am

Most respectfully yours,

(Signed) W. D. GIBBS.

At a meeting of the board of trustees, July 30, 1912, the resignation of President Gibbs was accepted and by unanimous vote of the board the following resolutions were adopted:

PRESIDENT WILLIAM D. GIBBS.

"William D. Gibbs, D.Sc., was inaugurated President of the New Hampshire College of Agriculture and the Mechanic Arts on October 28, 1903.

During the inaugural ceremonies, Hon. Nahum J. Bachelder, then governor of the State of New Hampshire, delivered an address in which he used this language:—"While its (meaning the state's) inquiries should be framed with sincerity and loyalty, it has the right to say to the president of this institution, "What are you giving us for the \$60,000 annually placed in your hands for supporting it?" "

By his voluntary act the term of office of President Gibbs will expire on September 1, 1912. It seems appropriate for us at this time to point out some of the things which President Gibbs has been instrumental in giving to the State of New Hampshire during his nine years of continuous, faithful and efficient service.

The total number of graduates receiving the degree of B.S. since the founding of the college is 479. Of this number 230 have graduated during the past nine years.

The total number of certificates granted the students completing the two-year course in agriculture since 1897 is 105. Of this number 82 certificates have been granted since 1903. The total number of registered students nine years ago was 111, while the last registration showed an enrollment of 315.

During the administration of President Gibbs the instructional force has increased from 20 to 48. During the same period the requirements for admission to the four-year course have been raised from 12 1-2 points to 15 points.

Under the direction of President Gibbs the college has been brought into touch with the high schools of the state and has taken its proper place as the head of the state educational system.

Under the same direction a splendid financial system has been evolved and President Gibbs has acquired a wise reputation as a safe and sound financier.

Large financial responsibilities have rested upon the president of this college, the annual expenditure reaching in a single year as high as

\$189,000. The State of New Hampshire has received an equivalent for every dollar expended and the finances are today in splendid shape. In no year since 1903 have the expenditures exceeded the income and a part of the debt outstanding at the end of the prior administration has been liquidated. During the same time the college has received from private gifts substantially \$52,000. The value of the college property has increased from \$135,000 to substantially half a million dollars. The number of volumes in the library is now about 30,000, while in 1903 it was about 9,000.

During the past nine years the following additions and improvements to the real estate owned by the college have been made:

	<i>Completed</i>	<i>Cost</i>
Agricultural Building,	1903	\$50,000
Greenhouses,	1903	8,000
President's House,	1904	9,500
Gymnasium,	1906	28,500
Library,	1907	40,000
Smith Hall,	1908	28,500
New boilers—heating plant,	1909	10,000
Sheep barns,	1909	1,500
Remodeling dairy barn,	1910	3,000
College sewer,	1910	8,800
Electric line and equipment,	1910	9,800
College water supply,	1910	1,500
Special grading,	1904-1910	2,000
Creamery,	1911	21,000
Horse barn,	1912	6,200
Land purchased, 80 acres,	1912	12,900
		<hr/>
		\$241,200

With the foregoing facts in mind, we may well say to President Gibbs: —'Well done, good and faithful servant, enter thou into the joys of a more lucrative position with the best wishes of each and every member of the board of trustees.'

Therefore, be it

*Resolved*, That this college and the State of New Hampshire are deeply indebted to President William D. Gibbs for his nine years of faithful and efficient service; and

*Resolved*, That the board of trustees in special session assembled in behalf of itself and the State of New Hampshire hereby extends to President Gibbs a sincere and heartfelt vote of thanks; and

*Resolved*, That this expression of appreciation of the successful work of President Gibbs be spread upon the records of this corpora-

tion and copies thereof be furnished to the newspapers of the state for publication."

The above statements give a very clear indication of the remarkable growth of the college in the last few years and make it evident that the institution is accomplishing a much needed educational work in the state. The enrollment of students in September, 1912, shows a total increase of 38 over the preceding year, while the freshman class has increased from 76 to 95.

To care properly for this increased growth is taxing the resources of the college to the limit. Additional teaching force for the departments of Animal Husbandry, English, Physics, and Zoölogy is imperative, and the departments of Agronomy, Drawing, History, and Modern Languages are crowded and will soon require relief.

With 31 young women in the college it is evident that another year's growth will fully utilize the dormitory facilities in Smith Hall. There is an urgent demand on the part of these young women for a course in domestic science. Action toward starting such a course has been postponed because of lack of room. If an engineering building should be built and the drawing department moved from Thompson Hall, a space would be left to accommodate this department. This would not, however, provide additional dormitory facilities. The State of New Hampshire will not long be satisfied to provide accommodations for less than 40 young women, and an additional dormitory building for women should be provided from some source as soon as possible.

The crowded condition of the recitation rooms and laboratories at present occupied by the Physics department and Chemical, Electrical, and Mechanical Engineering departments was forcibly brought to the attention of the last legislature, and it appeared that the greatest immediate relief to all departments of the college would be obtained by the erection of an engineering building. President Gibbs in the last biennial report said, " . . . the incoming legislature should provide for a suitable engineering building to cost \$80,000. This estimate was made by a reliable contractor on plans drawn by a competent architect after consultation with college authorities as to the actual needs." With the increase in the cost of building since that time, there is certainly no present prospect of erecting a suitable building for a less sum. Because relief was not granted in 1911, the engineering departments have been necessarily marking time during the last year. However, they have resolutely made the most of every facility that they have had and they now appeal to the incoming legislature to grant the relief so urgently needed. If the state sees fit to appropriate money for this building, a strong effort will be put forth to endeavor to interest some of our wealthy people who are interested in the higher education of women to provide additional buildings for their use.

Practically all the departments are calling for more equipment than

the resources of the college will allow. Several of them are actually suffering and relief must be given soon. There is a decided demand for the establishment of a poultry department, and a suitable building will have to be provided before satisfactory teaching can be carried on. Obviously such facilities should be supplied as early as possible.

The college farm is in better shape every way than ever before. Permanent improvements are being made in draining and clearing up portions of the land. The stock has been quite largely added to and the gross income from crop sales has increased. The most urgent needs of the farm are a piggery and a suitable shed for housing farm wagons and machinery.

While the state is exceedingly fortunate in receiving from one of its worthy sons the Thompson fund of approximately \$800,000, it must be noted that the rapid development of the college during the last few years already practically consumes the income from this source of supply, and the responsibility of supplying the additional needs which the rapid growth of the college necessitates should be all the more cheerfully borne by the state. Technical education in agriculture and engineering is expensive, requiring large equipment as well as an extensive teaching staff. With the salaries we have been able to pay we have found great difficulty in holding our best professors. This has been particularly true of the men in the agricultural departments. New Hampshire needs as able men to develop her agricultural resources as can be found and it is a wasteful policy to be continually changing instructors.

Probably the greatest single agricultural advancement made in New Hampshire during the last year is the initiation of agricultural extension service work. The director of this work will tell more in detail of what has been accomplished. I wish, however, to emphasize the fact that there is no way in which the college can be of such immediate benefit to the practical agriculture of New Hampshire as through the different forms of this extension work. It must be remembered, however, that this work is entirely outside of, and additional to, the regular work and cannot possibly be carried forward unless special funds are provided. We recommend a liberal appropriation by the legislature for the furtherance of this work.

The Trustees have purchased during the past year the valuable Hoitt land, lying opposite the principal college buildings and between lands already owned by the institution. This land is absolutely essential to the future development of the college and it is fortunate that it has been secured. There are about 14 acres of land with three buildings of considerable value thereon and with a frontage of some 760 feet on Main Street. Twelve thousand five hundred dollars was paid to Mr. Charles E. Hoitt and \$1,000 to the Boston & Maine R. R., making a total liability of \$13,500.

Respectfully submitted,  
C. H. PETTEE,  
*Acting President.*



## EXTENSION SERVICE OF NEW HAMPSHIRE COLLEGE AND EXPERIMENT STATION.

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Systematic work along extension lines has been under way at New Hampshire College a little more than a year. This was made possible through an act of the last session of General Court which appropriated the sum of \$5000 for two years for starting the work; also, \$750 a year for two years for publishing and distributing information and other helpful literature upon agriculture, in such form as to be of the greatest service to the citizens of the state.

The money for conducting extension work and publishing special bulletins and circulars became available September 1, 1911. During the year ending September 1, 1912, the extension service has been active along a great many different lines, and on as large a scale as funds would permit, but has given special attention to the following subjects:

Recognizing the value of demonstration work, especially when conducted in different parts of the state upon soils familiar to the residents of that particular neighborhood and under known conditions. Coöperative experiments with farmers have been carried on during the year. An important line of coöperation with farmers has been with respect to increasing hay yields.

Coöperative variety tests of corn have been made upon six of the county farms of the state, and tests of fertilizers on grass lands are being made on the county farms at Ossipee and Claremont.

An orchard has been planted and is being managed through coöperation. Methods of orchard management are being tested out in a coöperative way in different parts of the state.

The value of lime on New Hampshire soils is being tried out on twenty-five farms located in different parts of the state.

A successful year's work has been completed by the South Lyndeboro Dairy Cow Test Association. A bulletin will soon be issued covering the year's work from which many valuable lessons are to be learned.

There has been organized the Cheshire County Holstein Breeders' Association which is doing some excellent work in the interests of that breed and the cause of dairying.

Some good work has been started in coöperation with the Sheep Breeders' Association of the State and coöperative selling of wool has been started.

The material for exhibits at our agricultural farms has been increased. This year the exhibit occupied a space at some of our largest fairs of 12 x 80 feet.

Some very successful demonstrations were made during the year covered by this report, those along orchard lines, such as pruning and spraying demonstrations, having been particularly successful.

We started last year some Agricultural Reading Courses that proved to be quite popular and helpful. Courses were offered in eight subjects, and 207 were enrolled for the work. The many letters of strong commendation that we have received from those who took one or more of these courses would indicate that this line of the extension service is capable of being extended both in scope and usefulness. It is proposed to add another course this year in Home Economics which will deal with the every day problems of the farm home.

There were held last winter a Poultry Day, a Dairy Day, and an Orchard Day at the college, and they were all well attended and accomplished much good for these different branches of New Hampshire agriculture. It was felt that by devoting the entire day to the consideration of one subject it would be more helpful and effective than undertaking too many different lines, and the results seem to justify that conclusion. Special effort was made at these meetings to have on the program some of the most successful farmers of the state who have gained recognition and distinction in some branch of farming.

A successful Farmers' Basket Picnic and Educational Meeting was held at the college on August 15. Special trains were operated from the different parts of the state, and over 2,000 people were present.

During the year four Extension Circulars and seventeen Press Bulletins were published. These extension publications have been exceptionally well received and were found to be of great help in answering correspondence and in distributing general information on agricultural topics.

The results of efforts along extension lines, though so recently organized, are already apparent in many ways. Extension work has met the approval of the people of the state. The broadening of the acquaintance of the college, thereby increasing its field of usefulness, has had a tendency to increase the enrollment of agricultural students at the college. It has increased the demand for station publications as there were received about 1200 voluntary requests to have names placed upon our permanent mailing list during the year. Correspondence has been largely increased in all departments, and there has been a larger demand made upon the college and the experiment station service along all lines of agriculture.

The inauguration of extension work in colleges and stations marks a new era in the educational development of the country. More than 30 of our state colleges and universities have separate extension

departments or are devoting some time to such work. Extension work is not only receiving hearty support from the states where the work has been begun, but the question has already assumed national importance to such an extent that the House of Representatives has already passed a bill appropriating funds for federal aid to the several states for extension purposes; the Senate is soon to take up this bill for consideration, and the indications are that the Senate will concur in the House action.

In New Hampshire we believe that the work along extension lines will justify the hearty support of the citizens of the state. We believe that this institution has not accomplished its full duty when it has supplied the best education possible to the 350 students which come within its walls, but there is a still larger field of effort open to the college through the instrumentality of its extension service. We believe that through the extension service there may be carried to the thirty thousand farm homes of the state real and lasting benefit, and that immediate and wide-spread improvement along agricultural lines would result from such a movement. People who cannot be reached through the medium of the college class room, lectures, and publications, may be reached in an effective and helpful manner by means of demonstrations and rural improvement associations under the guidance of the extension service.

Respectfully submitted,

J. C. KENDALL,  
*Director of Extension Work.*

# FINANCIAL REPORT.

## TREASURER'S REPORT.

*To the President and Trustees of the New Hampshire College of Agriculture and the Mechanic Arts:*

Your treasurer respectfully submits his report for the period from July 6, 1910, to July 3, 1911.

WALTER M. PARKER, treasurer, in account with the New Hampshire College of Agriculture and the Mechanic Arts.

Cash on hand July 6, 1910, .....	\$585.84
Income, Conant fund.....	2,945.92
Interest state bonds.....	4,800.00
State appropriation.....	9,459.87
Government appropriation, Morrill fund.....	45,000.00
Government appropriation, Experiment Station.....	30,000.00
W. D. Gibbs, president.....	46,378.38
Income, Pillsbury fund.....	7.00
Income, Benjamin Thompson trust fund.....	31,887.27
Income, Hamilton Smith fund.....	400.00
Solon A. Carter, treasurer (rebate).....	109.13
Notes.....	18,097.49
Income, Smythe fund.....	85.59
Income, Erskine Mason fund.....	4.12
	<hr/>
	\$189,760.61
Schedules.....	\$170,669.53
Notes .....	18,097.49
Interest on notes .....	525.21
Cash on hand July 3, 1911.....	468.38
	<hr/>
	\$189,760.61

### NOTE ACCOUNT.

Notes unpaid July 6, 1910.

Manchester National Bank, October 5, 1909.....	\$3,842.62
Manchester National Bank, December 31, 1909.....	2,754.27
Manchester Savings Bank, January 31, 1910.....	10,000.00
Manchester Savings Bank, July 5, 1910.....	1,500.60
	<hr/>
	\$18,097.49

### \*NOTES PAID.

All of the above notes.....	\$18,097.49
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### NEW NOTES.

All outstanding July 3, 1911.

Manchester National Bank, December 31, 1910.....	\$9,200.00
Manchester Savings Bank, June 1, 1911.....	7,300.00
Manchester National Bank, July 1, 1911.....	1,597.49
	<hr/>
	\$18,097.49

\*Several hundred dollars in interest have been saved to the state, during the past year, by using current funds early in the year to pay old indebtedness and by reborrowing later as the money was needed.

REPORT OF C. H. PETTEE, AUDITOR.  
FUND STATEMENT AND NET EXPENSE SUMMARY.

July 3, 1911.

FUND STATEMENT.

BENJAMIN THOMPSON FUND.

Receipts .....	\$31,887.27
Expenditures.....	<u>31,887.27</u>

CONANT FUND.

Receipts.....	\$2,945.92
Expenditures.....	<u>2,945.92</u>

ERSKINE MASON FUND.

Receipts.....	\$4.12
Expenditures.....	<u>4.00</u>
Balance.....	\$0.12

FREDERICK SMYTHE FUND.

Cash on hand July 6, 1910.....	\$46.42
Receipts .....	85.59
	<u>\$132.01</u>
Expenditures.....	<u>123.95</u>
Balance.....	\$8.06

HAMILTON SMITH FUND.

Receipts.....	\$400.00
Expenditures.....	<u>400.00</u>

LAND GRANT.

Receipts.....	\$4,800.00
Modern Languages: instruction...	\$2,616.60
President and Secretaries: salaries .	<u>2,183.40</u>
	<u>4,800.00</u>

MORRILL FUND.

Receipts.....	\$45,000.00
Expenditures:	
Agronomy Department.....	\$3,790.79
Animal Husbandry Department ..	2,942.25
Botanical and Bacteriological De-	
partment .....	1,059.67
Chemical Department.....	6,829.70
Dairy Department,.....	4,038.51
Drawing Department.....	2,511.68
Electrical Engineering Department	<u>3,828.05</u>

English Language Department....	\$2,176.70	
Economic Science Department....	1,200.00	
Horticultural Department.....	2,759.75	
Mathematical Science Department	3,450.99	
Mechanical Engineering Depart- ment.....	5,485.90	
Physical Science Department....	2,247.25	
Zoölogical Department .....	2,678.76	
	<hr/>	\$45,000.00

## ROSECRANS W. PILLSBURY FUND.

Cash on hand July 6, 1910.....	\$47.25	
Receipts.....	7.00	
Balance.....	<hr/>	\$54.25

## STATE APPROPRIATION (ORDINARY).

Receipts for tuition of New Hampshire students, as follows

*43 for full year at \$60.....	\$2,580.00	
14 for one-half year at \$30.....	420.00	
	<hr/>	\$3,000.00

Expenditures.....	<hr/>	3,000.00
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## STATE APPROPRIATION (SPECIAL).

†Receipts.....	\$6,459.87	
Expenditures:		
Water supply and sewerage.....	6,459.87	

## STUDENT LOAN FUND.

Cash on hand July 6, 1910.....	\$105.17	
Receipts, Pearson estate.....	325.00	
Receipts, student loans.....	54.50	
Receipts, interest on loans.....	20.24	
	<hr/>	\$504.91
Expenditures, loans.....	<hr/>	500.00
Balance .....		\$4.91

## GENERAL FUND.

Cash on hand July 6, 1910.....	\$387.00	
‡W. D. Gibbs, president.....	40,932.72	
Solon A. Carter, state treasurer (rebate on paper)	109.13	
	<hr/>	\$41,428.85
Expenditures.....	<hr/>	41,173.64
Balance .....		\$255.21

\*A list of names of recipients of scholarships has been filed with state auditor.

†See note page 34 auditor's report of July 6, 1910.

‡The amount reported by treasurer as received from W. D. Gibbs, president, includes in addition to this amount the cash receipts from Student Loan Fund and Miscellaneous Income, Experiment Station.

## HATCH FUND: EXPERIMENT STATION.

Receipts.....	\$15,000.00
Expenditures.....	<u>15,000.00</u>

## ADAMS FUND: EXPERIMENT STATION.

Receipts.....	\$15,000.00
Expenditures.....	<u>15,000.00</u>

## MISCELLANEOUS INCOME: EXPERIMENT STATION.

Receipts, cash, \$5,045.92; transfers, \$335.11.....	\$5,381.03
Expenditures.....	<u>5,235.20</u>
Balance.....	\$145.83

## SUMMARY FUND BALANCES.

Erskine Mason fund.....	\$0.12
Frederick Smythe fund.....	8.06
Rosecrans W. Pillsbury fund.....	54.25
Student loan fund.....	4.91
General.....	255.21
Miscellaneous income: Experiment Station.....	<u>145.83</u>
Cash on hand as per treasurer's report.....	\$468.38

## \*NET CASH INCOME.

## MEASURING COST OF RUNNING COLLEGE.

July 6, 1910-July 3, 1911.

†Cash on hand July 6, 1910 less cash on hand July 3, 1911.....	\$263.29	
Conant fund.....	2,945.92	
Land grant fund.....	4,800.00	
State appropriation—ordinary.....	3,000.00	
United States Government appropriation...	45,000.00	
Benjamin Thompson fund.....	31,887.27	
Tuition and fees (cash).....	5,641.00	
Hamilton Smith fund.....	400.00	
Rents.....	192.35	
Forestry Department, net receipts.....	19.68	
Frederick Smythe fund.....	85.59	
Rosecrans W. Pillsbury fund.....	7.00	
Erskine Mason fund.....	4.12	
Cash payment on account land damage.....	<u>2,583.75</u>	\$96,829.97
Running expense Agricultural Experiment Station.....		<u>35,235.20</u>
Total.....		\$132,065.17

\*Not including a large number of balanced transactions in farm, dairy and other accounts.

†Not including Experiment Station balance.



## PRESIDENT'S REPORT.

W. D. GIBBS, PRESIDENT.

July 1, 1910-July 1, 1911.

## INCOME.

Receipts from tuition, fees, farm, creamery, book sales,  
 student loan fund, forestry, greenhouse, Smith Hall,  
 rents, and miscellaneous income, Experiment Station,  
 deposited with treasurer . . . . . \$46,378.38

## EXPENDITURES BY SCHEDULES.

1910.

July	15	Schedule No. 1	\$10,976.12
	30	2	11,219.52
Aug.	8	3	3,743.52
	15	4	1,470.36
	31	5	10,441.52
Sept.	7	6	3,609.81
	15	7	1,699.91
	30	8	11,245.89
Oct.	15	9	4,361.71
	31	10	11,937.05
Nov.	15	11	1,081.58
	30	12	10,631.91
Dec.	15	13	1,138.67
	31	14	12,171.32

1911.

Jan.	16	15	1,178.42
	31	16	10,298.76
Feb.	15	17	1,237.28
	28	18	10,224.40
Mar.	15	19	1,346.95
	31	20	10,234.83
Apr.	15	21	1,375.15
	29	22	10,804.81
May	15	23	1,301.88
	31	24	11,000.10
June	15	25	1,439.02
	24	26	6,291.21
	30	27	8,207.83
			<hr/> \$170,669.53



## DEPARTMENT TRANSACTIONS.

## AGRONOMY DEPARTMENT.

	Receipts.	Expenditures.	Bal. Exp.
Agronomy Science (Morrill) . . . . .	\$3,790.79		\$3,790.79
(Benj. Thompson fund) . . . . .		\$1.64	\$1.64

## ANIMAL HUSBANDRY DEPARTMENT.

Animal Husbandry (Morrill) . . . . .	\$2,942.25		\$2,942.25
(Benj. Thompson fund) . . . . .	\$10.00	21.36	11.36

## BOTANICAL AND BACTERIOLOGICAL DEPARTMENT.

Botany and Bacteriology (Morrill) . . . . .	\$1,059.67		\$1,059.67
(Benj. Thompson fund) . . . . .	\$128.75	269.15	140.40

## CHEMICAL DEPARTMENT.

Chemistry (Morrill) . . . . .	\$6,829.70		\$6,829.70
(General) . . . . .	\$471.94	92.51	—379.43

## DAIRY DEPARTMENT.

Dairy (Morrill) . . . . .	\$4,038.51		\$4,038.51
(Benj. Thompson fund) . . . . .	\$1.52	11,289.04	11,287.52
Creamery (General) . . . . .	16,945.72	17,285.86	340.14

## DRAWING DEPARTMENT.

Drawing (Morrill) . . . . .	\$2,511.68		\$2,511.68
(General) . . . . .	\$7.44	100.28	92.84

## ECONOMIC SCIENCE DEPARTMENT.

Economic Science (Morrill) . . . . .	\$1,200.00		\$1,200.00
(Benj. Thompson fund) . . . . .		\$69.56	\$69.56

## ELECTRICAL ENGINEERING DEPARTMENT.

Electrical Engineering (Morrill) . . . . .	\$3,828.05		\$3,828.05
(General) . . . . .		125.26	125.26

## ENGLISH LANGUAGE DEPARTMENT.

English Language (Morrill) . . . . .	\$2,176.70		\$2,176.70
(Benj. Thompson fund) . . . . .		1,002.15	1,002.15
Secretary of Faculty (General) . . . . .		17.45	17.45

## FARM DEPARTMENT.

Farm (Benj. Thompson fund) . . . . .	\$6,362.15	\$6,387.21	\$25.06
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## HORTICULTURAL DEPARTMENT.

	Receipts.	Expenditures.	Bal. Exp.
Horticulture (Morrill) . . . . .	\$2,759.75		\$2,759.75
(Benj. Thompson fund) . . . . .	142.70		142.70
Greenhouse (Benj. Thompson fund) . . . . .	\$910.38	1,174.05	263.67
Forestry (General) . . . . .	53.25	33.57	—19.68
Roads and Grounds (Benj. Thompson Fund) . . . . .	1,103.42		1,103.42

## LIBRARY DEPARTMENT.

Library (General) . . . . .	\$140.00	\$140.00	
(Benj. Thompson fund) . . . . .	34.00	1,666.74	\$1,632.74

## MATHEMATICAL SCIENCE DEPARTMENT.

Mathematical Science (Morrill) . . . . .	\$3,450.99		\$3,450.99
(Benj. Thompson fund) . . . . .	4.00		4.00

## MECHANICAL ENGINEERING DEPARTMENT.

Mechanical Engineering (Morrill) . . . . .	\$5,485.90		\$5,485.90
(General) . . . . .	\$24.16	147.05	122.89

## MILITARY SCIENCE DEPARTMENT.

Military Science (Benj. Thompson fund) . . . . .	\$1.72	\$174.34	\$172.62
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## MODERN LANGUAGE DEPARTMENT.

Modern Language (Land Grant) . . . . .	\$2,616.60		\$2,616.60
(General) . . . . .	34.60		34.60

## PHYSICAL SCIENCE DEPARTMENT.

Physical Science (Morrill) . . . . .	\$2,247.25		\$2,247.25
(Benj. Thompson fund) . . . . .	\$15.00	34.43	19.43

## POWER AND SERVICE DEPARTMENT.

Power and Service (Benj. Thompson fund) . . . . .	\$1,396.80	\$8,062.16	\$6,665.36
(State Appro.—ordinary) . . . . .		3,000.00	3,000.00
Curator (Benj. Thompson fund) . . . . .		2,447.26	2,447.26
Buildings and repairs (Benj. Thompson fund) . . . . .		1,315.39	1,315.39

## SMITH HALL.

Smith Hall (General) . . . . .	\$5,272.55	\$5,062.68	—\$209.87
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## ZOOLOGICAL DEPARTMENT.

	Receipts.	Expenditures.	Bal.Exp.
Zoölogy (Morrill).....		\$2,678.76	\$2,678.76
(Benj. Thompson fund).	\$43.25	137.17	93.92

## MISCELLANEOUS ACCOUNTS.

Miscellaneous Accounts (Benj. Thompson fund) .....	\$4,609.07	\$4,609.07
(General) \$16,675.46	16,082.93	—592.53
(Land Grant).....	2,183.40	2,183.40
(State Appro.—special) .....	6,459.87	6,459.87
(Conant scholarships)	2,945.92	2,945.92
(Erskine Mason prize) .....	4.00	4.00
(Valentine Smith scholarships) .....	400.00	400.00
(Smythe Book fund assistance).....	123.95	123.95
(Student loans).	504.91	500.00
		—4.91

## SALARIES OF OFFICERS OF INSTRUCTION AND AGRICULTURAL EXPERIMENT STATION STAFF.

July 1, 1910–July 1, 1911.

President of the College.....	\$4,000.00
Dean and Professor of Mathematics.....	2,200.00
Director of Experiment Station.....	2,083.30
Professor of History and Political Economy.....	2,000.00
Professor of Inorganic Chemistry.....	2,500.00
Professor of Agronomy and Agronomist to Experiment Station.....	2,000.00
Professor of Physics .....	2,000.00
Professor of Modern Languages .....	1,800.00
Professor of Drawing and Design .....	1,600.00
Professor of Botany and Botanist to Experiment Station..	1,966.60
Professor of Electrical Engineering .....	2,000.00
Professor of Horticulture and Horticulturist to Experiment Station.....	2,000.00
Professor of English and Philosophy and Secretary of the Faculty .....	1,966.60

Professor of Mechanical Engineering . . . . .	\$2,000.00
Professor of Dairying . . . . .	1,966.60
Chemist of the Experiment Station . . . . .	1,966.60
Professor of Zoölogy . . . . .	1,566.62
Professor of Economic Entomology and Entomologist to Experiment Station . . . . .	2,183.30
Associate Professor of Animal Husbandry and Animal Hus- bandman to Experiment Station . . . . .	1,500.00
Associate Professor of Inorganic Chemistry . . . . .	1,600.00
Associate Professor of Mathematics . . . . .	1,400.00
Librarian . . . . .	870.00
Assistant Professor of Rhetoric and Literary Criticism . . . .	1,533.30
Assistant Professor of Animal Husbandry and Assistant Animal Husbandman to Experiment Station . . . . .	1,174.97
Instructor in Drawing . . . . .	883.32
Instructor in Agronomy, College Farmer and Vice-Director of Experiment Station . . . . .	2,000.00
Instructor in Pomology and Assistant Horticulturist to Experiment Station . . . . .	1,450.00
Instructor in Woodworking . . . . .	800.00
Instructor in Modern Languages . . . . .	500.00
Instructor in Agronomy and Assistant in Agronomy to Experiment Station . . . . .	1,150.00
Instructor in Machine Work and Forging . . . . .	908.33
Instructor in Olericulture and Assistant in Olericulture to Experiment Station . . . . .	1,099.99
Instructor in Electrical Engineering . . . . .	916.66
Instructor in Chemistry . . . . .	1,016.62
Instructor in Botany and Assistant Botanist to Experi- ment Station . . . . .	1,119.21
Assistant in Floriculture and Foreman of Grounds and Assistant in Floriculture to Experiment Station . . . . .	1,153.32
Assistant Chemist of Experiment Station . . . . .	975.00
Assistant in Chemistry . . . . .	700.00
Assistant in Dairying . . . . .	150.00
Assistant in Zoölogy and Assistant Entomologist to Experi- ment Station . . . . .	666.60
Assistant in Shop Work, Engineer and Curator of Build- ings . . . . .	993.30

# FINANCIAL REPORTS.

## TREASURER'S REPORT.

*To the President and Trustees of the New Hampshire College of Agriculture and the Mechanic Arts.*

Your treasurer respectfully submits his report for the period from July 3, 1911, to July 5, 1912.

WALTER M. PARKER, treasurer, in account with the New Hampshire College of Agriculture and the Mechanic Arts.

Cash on hand July 3, 1911.....	\$468.38
Income, Conant fund.....	2,876.73
Interest, state bonds.....	4,800.00
State appropriation.....	20,955.12
Government appropriation, Morrill fund.....	50,000.00
Government appropriation, Experiment Station.....	30,000.00
W. G. Gibbs, president.....	49,559.91
Income, Pillsbury fund.....	7.00
Income, Benjamin Thompson trust fund.....	31,887.27
Income, Hamilton Smith fund.....	400.00
Notes, old debt.....	10,000.00
Notes, Hoitt property.....	12,500.00
Income, Smythe fund.....	85.96
Income, Erskine Mason fund.....	4.12
	<hr/>
	\$213,544.49
Schedules.....	\$195,074.99
Notes paid.....	18,097.49
Interest on notes.....	57.94
Cash on hand July 5, 1912.....	314.07
	<hr/>
	\$213,544.49

### NOTE ACCOUNT.

Notes unpaid July 3, 1911.

Manchester National Bank, December 31, 1910.....	\$9,200.00
Manchester National Bank, July 1, 1911.....	1,597.49
Manchester Savings Bank, June 1, 1911.....	7,300.00
	<hr/>
	\$18,097.49

### \*NOTES PAID.

All of the above notes.....	\$18,097.49
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### NEW NOTES.

All outstanding July 5, 1912

Manchester Savings Bank, January 29, 1912.....	\$12,500.00
Manchester Savings Bank, June 26, 1912.....	10,000.00
	<hr/>
	\$22,500.00

\*Several hundred dollars in interest have been saved to the state, during the past year, by using current funds early in the year to pay old indebtedness and by reborrowing later as the money was needed.

REPORT OF C. H. PETTEE, AUDITOR.  
FUND STATEMENT AND NET EXPENSE SUMMARY.

July 5, 1912.

FUND STATEMENT.

BENJAMIN THOMPSON FUND.

Receipts.....		\$31,887.27
Expenditures:		
Agronomy Department.....	\$70.61	
Animal Husbandry Department.....	334.60	
Botanical and Bacteriological Department.....	19.11	
Dairy Department.....	85.36	
Drawing Department.....	22.00	
Economic Science Department.....	2,009.42	
Electrical Engineering Department.....	190.40	
Farm Department.....	1,089.17	
Horticultural Department.....	2,913.56	
Library Department.....	1,933.82	
Mathematical Science Department.....	1.41	
Military Science Department.....	477.57	
Modern Language Department.....	43.74	
Physical Science Department.....	245.12	
Power and Service Department.....	7,517.71	
Zoological Department.....	244.80	
Advertising.....	472.43	
Clerical Work.....	519.65	
Chapel Expenses.....	255.67	
Commencement Expenses.....	368.70	
Contingent Expenses.....	3,185.44	
Horse Barn.....	1,496.44	
One Week Course.....	313.55	
Postage, Stationery and Printing.....	1,140.50	
President and Secretaries Salaries.....	6,341.46	
Traveling Expenses.....	595.03	
		<hr/>
		31,887.27

CONANT FUND.

Receipts.....	\$2,876.73
Expenditures.....	<u>2,876.73</u>

ERSKINE MASON FUND.

Cash on hand July 3, 1911.....	\$0.12
Receipts.....	<u>4.12</u>
	\$4.24
Expenditures.....	<u>4.00</u>
Balance.....	\$0.24

## FREDERICK SMYTHE FUND.

Cash on hand July 3, 1911.....	\$8.06
Receipts.....	85.96
	<hr/>
	\$94.02
Expenditures.....	94.02
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## HAMILTON SMITH FUND.

Receipts.....	\$400.00
Expenditures.....	400.00
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## LAND GRANT.

Receipts.....	\$4,800.00
Modern Languages: instruction . . .	\$3,189.90
President and Secretaries: salaries . .	1,610.10
	<hr/>
	4,800.00
	<hr/>

## MORRILL FUND.

Receipts.....	\$50,000.00
Expenditures:	
Agronomy Department.....	\$3,142.75
Animal Husbandry Department....	3,438.80
Botanical and Bacteriological De-	
partment.....	1,968.62
Chemical Department.....	6,717.82
Dairy Department.....	3,724.80
Drawing Department.....	3,229.11
Electrical Engineering Department.	4,608.86
English Language Department.....	1,943.37
Economic Science Department....	1,416.60
Horticultural Department.....	3,575.81
Mathematical Science Department.	3,628.61
Mechanical Engineering Depart-	
ment.....	7,313.62
Physical Science Department.....	2,414.45
Zoölogical Department.....	2,876.78
	<hr/>
	50,000.00
	<hr/>

## ROSECRANS W. PILLSBURY FUND.

Cash on hand July 3, 1911.....	\$54.25
Receipts.....	7.00
	<hr/>
Balance.....	\$61.25

## STATE APPROPRIATION (ORDINARY).

Receipts for tuition of New Hampshire students, as follows:

*47 for full year at \$60.....	\$2,820.00
6 for one-half year at \$30.....	180.00

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\$3,000.00Receipts for running expenses.....

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5,000.00

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\$8,000.00Expenditures.....

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8,000.00

## STATE APPROPRIATION (SPECIAL).

Receipts.....\$12,955.12

Expenditures:

Horse barn.....	\$5,000.00
Live stock.....	1,926.63
Agricultural extension.....	2,500.00
Publication of special bulletins.....	750.00
Forestry.....	2,778.49

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12,955.12

## STUDENT LOAN FUND.

Cash on hand July 3, 1911.....\$4.91

Receipts, Pearson estate.....300.00

Receipts, student loans.....110.00

Receipts, interest on loans.....

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38.58

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\$453.49Expenditures, loans.....

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443.00

Balance.....\$10.49

## GENERAL FUND.

Cash on hand July 3, 1911.....\$255.21

†W. D. Gibbs, president.....44,450.47

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\$44,705.68Expenditures.....

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44,870.12

Balance.....—\$164.44

## HATCH FUND: EXPERIMENT STATION.

Receipts.....\$15,000.00

Expenditures.....

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15,000.00

## ADAMS FUND: EXPERIMENT STATION.

Receipts.....\$15,000.00

Expenditures.....

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15,000.00

\*A list of names of recipients of scholarships has been filed with state auditor.

†The amount reported by treasurer as received from W. D. Gibbs, president, includes in addition to this amount the cash receipts from Student Loan Fund and Sales Fund and Miscellaneous Income, Experiment Station.



## SALES FUND: EXPERIMENT STATION.

Receipts, cash 356.88; transfers, 107.95 . . . . .	\$464.83
Expenditures . . . . .	<u>464.83</u>

## MISCELLANEOUS INCOME: EXPERIMENT STATION.

Cash on hand July 3, 1911 . . . . .	\$145.83
Receipts, cash 4,303.98; transfers, 136.50 . . . . .	4,440.48
	<u>\$1,586.31</u>
Expenditures . . . . .	4,179.78
Balance . . . . .	<u>\$406.53</u>

## SUMMARY FUND BALANCES.

Erskine Mason fund . . . . .	\$0.24
Rosecrans W. Pillsbury fund . . . . .	61.25
Student loan fund . . . . .	10.49
General . . . . .	—164.44
Miscellaneous income: Experiment Station . . . . .	<u>406.53</u>
Cash on hand as per treasurer's report . . . . .	\$314.07

## \*NET CASH INCOME.

## MEASURING COST OF RUNNING COLLEGE.

July 3, 1911–July 5, 1912.

†Cash on hand July 3, 1911, less cash on hand July 5, 1912 . . . . .	\$415.01	
Conant fund . . . . .	2,876.73	
Land grant fund . . . . .	4,800.00	
State appropriation—special . . . . .	12,955.12	
State appropriation—ordinary . . . . .	8,000.00	
United States Government appropriation . . . . .	50,000.00	
Benjamin Thompson fund . . . . .	31,887.27	
Tuition and fees (cash) . . . . .	6,893.50	
Hamilton Smith fund . . . . .	400.00	
Rents . . . . .	380.13	
Frederick Smythe fund . . . . .	85.96	
Rosecrans W. Pillsbury fund . . . . .	7.00	
Erskine Mason fund . . . . .	4.12	
Sewer account, net receipts . . . . .	<u>843.39</u>	
	\$119,548.23	
Less amount paid on old debt and interest . . . . .	<u>8,155.43</u>	\$111,392.80
Running expenses Agricultural Experiment Station . . . . .		<u>34,644.61</u>
Total . . . . .		\$146,037.41

\*Not including a large number of balanced transactions in farm, dairy and other accounts.

†Not including Experiment Station balance.

## PRESIDENT'S REPORT.

W. D. GIBBS, PRESIDENT.

July 1, 1911-July 1, 1912.

## INCOME.

Receipts from tuition, fees, farm, creamery, book sales,  
 student loan fund and other gifts, greenhouse, Smith Hall,  
 rents, general sales, and sales fund and miscellaneous  
 income of Experiment Station, deposited with treasurer. \$49,559.91

## EXPENDITURES BY SCHEDULES.

1911.			
July	15	Schedule No. 1.....	\$1,548.55
	31	2.....	9,527.77
Aug.	15	3.....	1,217.90
	31	4.....	11,307.85
Sept.	15	5.....	1,359.90
	30	6.....	16,127.95
Oct.	16	7.....	1,378.25
	31	8.....	17,481.89
Nov.	15	9.....	1,222.99
	29	10.....	13,433.13
Dec.	15	11.....	1,167.57
	30	12.....	13,057.05
1912.			
Jan.	15	13.....	1,479.31
	26	14.....	12,500.00
	31	15.....	18,819.26
Feb.	15	16.....	1,339.51
	29	17.....	12,985.31
Mar.	15	18.....	1,180.75
	30	19.....	11,052.22
Apr.	15	20.....	1,413.66
	30	21.....	12,991.83
May	15	22.....	1,326.21
	31	23.....	12,661.33
June	15	24.....	1,992.38
	25	25.....	7,347.35
	29	26.....	9,155.07
			<hr/> \$195,074.99

## DEPARTMENT TRANSACTIONS.

## AGRONOMY DEPARTMENT.

	Receipts.	Expenditures.	Bal. Exp.
Agronomy Science (Morrill) . . . . .	\$3,142.75		\$3,142.75
(Benj. Thompson fund) . . . . .	70.61		70.61

## ANIMAL HUSBANDRY DEPARTMENT.

Animal Husbandry (Morrill) . . . . .	\$3,438.80		\$3,438.80
(Benj. Thompson fund) . . . . .	334.60		334.60

## BOTANICAL AND BACTERIOLOGICAL DEPARTMENT.

Botany and Bacteriology (Morrill) . . . . .	\$1,968.62		\$1,968.62
(Benj. Thompson fund) . . . . .	\$65.95	\$5.06	19.11

## CHEMICAL DEPARTMENT.

Chemistry (Morrill) . . . . .	\$6,717.82		\$6,717.82
(General) . . . . .	\$463.74	130.10	-333.64

## DAIRY DEPARTMENT.

Dairy (Morrill) . . . . .	\$3,724.80		\$3,724.80
(Benj. Thompson fund) . . . . .	\$120.45	205.81	85.36
*Creamery (General) . . . . .	21,120.11	19,359.17	-1,760.94

## DRAWING DEPARTMENT.

Drawing (Morrill) . . . . .	\$3,229.11		\$3,229.11
(Benj. Thompson fund) . . . . .		22.00	22.00

## ECONOMIC SCIENCE DEPARTMENT.

Economic Science (Morrill) . . . . .	\$1,416.60		\$1,416.60
(Benj. Thompson Fund) . . . . .	2,009.42		2,009.42

## ELECTRICAL ENGINEERING DEPARTMENT.

Electrical Engineering (Morrill) . . . . .	\$4,608.86		\$4,608.86
(Benj. Thompson fund) . . . . .	\$18.50	208.90	190.40

## ENGLISH LANGUAGE DEPARTMENT.

English Language (Morrill) . . . . .	\$1,943.37		\$1,943.37
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## FARM DEPARTMENT.

Farm (State appropriation—special) . . . . .	\$1,926.63		\$1,926.63
(Benj. Thompson fund) . . . . .	\$7,549.39	8,638.56	1,089.17

\*A considerable balance is necessarily on hand at the beginning of each month to meet payments due milk patrons two weeks later.

## FORESTRY DEPARTMENT.

	Receipts.	Expenditures.	Bal. Exp.
Forestry (State appropriation—special) . . . . .	\$2,778.49		\$2,778.49

## HORTICULTURAL DEPARTMENT.

Horticulture (Morrill) . . . . .	\$3,575.81		\$3,575.81
(Benj. Thompson fund) . . . . .	163.61		163.61
Greenhouse (Benj. Thompson fund) \$956.39	1,273.85		317.46
Roads and Grounds (Benj. Thompson fund) . .	2,432.49		2,432.49

## LIBRARY DEPARTMENT.

Library (General) . . . . .	\$140.00	\$140.00	
(Benj. Thompson fund) . .	47.00	1,980.82	\$1,933.82

## MATHEMATICAL SCIENCE DEPARTMENT.

Mathematical Science (Morrill) . . . . .	\$3,628.61		\$3,628.61
(Benj. Thompson fund)	1.41		1.41

## MECHANICAL ENGINEERING DEPARTMENT.

Mechanical Engineering (Morrill) . . . . .	\$7,313.62		\$7,313.62
(General) \$236.68	230.23		—6.45

## MILITARY SCIENCE DEPARTMENT.

Military Science (Benj. Thompson fund) . . . . .	\$477.57		\$477.57
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## MODERN LANGUAGE DEPARTMENT.

Modern Language (Land Grant) . . . . .	\$3,189.90		\$3,189.90
(Benj. Thompson fund) . . .	43.74		43.74

## PHYSICAL SCIENCE DEPARTMENT.

Physical Science (Morrill) . . . . .	\$2,414.45		\$2,414.45
(Benj. Thompson fund) . . . . .	\$14.75	259.87	245.12

## POWER AND SERVICE DEPARTMENT.

Power and Service (State appro.—ordinary) \$7,030.76			\$7,030.76
(Benj. Thompson fund) . . . \$1,824.92	5,448.66		3,623.74
Curator (State appro.—ordinary) . . . . .	969.24		969.24
(Benj. Thompson fund) . . . . .	1,709.92		1,709.92
Buildings and Repairs (Benj. Thompson fund)	2,184.05		2,184.05

## PSYCHOLOGY AND SOCIOLOGY DEPARTMENT.

Psychology and Sociology (General) . . . . .	\$2,190.56		\$2,190.56
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## SECRETARY OF FACULTY.

Secretary of Faculty (General) . . . . .	\$16.48		\$16.48
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## SMITH HALL.

	Receipts.	Expenditures.	Bal. Exp.
Smith Hall (General) . . . . .	\$5,559.04	\$5,364.50	—\$194.54

## ZOOLOGICAL DEPARTMENT.

Zoölogy (Morrill) . . . . .	\$2,876.78	\$2,876.78	
(Benj. Thompson fund) . . . . .	\$124.45	369.25	244.80

## MISCELLANEOUS ACCOUNTS.

Miscellaneous Accounts (General)	\$16,337.42	*\$19,244.75	\$2,907.33
(Land Grant) . . . . .		1,610.10	1,610.10
(State appro.—spe-			
cial) . . . . .		8,250.00	8,250.00
(Benj. Thompson			
fund) . . . . .		14,688.87	14,688.87
(Conant scholarships)		2,876.73	2,876.73
(Erskine Mason prize)		4.00	4.00
(Valentine Smith			
scholarships) . . . . .		400.00	400.00
(Smythe Book fund			
assistance) . . . . .		94.02	94.02
(Student			
loans) . . . . .	467.49	457.00	—10.49

## SALARIES OF OFFICERS OF INSTRUCTION AND AGRICULTURAL EXPERIMENT STATION STAFF.

July 1, 1911—July 1, 1912.

President of the College . . . . .	\$4,333.26
Dean and Professor of Mathematics . . . . .	2,449.94
Director of Experiment Station . . . . .	2,749.96
Professor of History and Political Economy . . . . .	2,166.62
Professor of Inorganic Chemistry (3 months) . . . . .	624.99
Professor of Agronomy and Agronomist to Experiment Station . . . . .	2,166.62
Professor of Physics . . . . .	2,166.62
Professor of Modern Languages . . . . .	2,116.60
Professor of Drawing and Design . . . . .	1,933.26
Professor of Botany and Botanist to Experiment Station . . . . .	2,249.97
Professor of Electrical Engineering . . . . .	2,249.92
Professor of Horticulture and Horticulturist to Experiment Station . . . . .	2,166.62
Professor of Psychology and Sociology . . . . .	2,166.62
Professor of Mechanical Engineering . . . . .	2,000.00

\*Includes \$12,500 paid for Hoitt property.

Professor of Military Science and Tactics (salary paid by U. S. Government) . . . . .	
Professor of Dairying and Dairyman to Experiment Station	\$2,333.32
Chemist of the Experiment Station . . . . .	2,166.62
Professor of Zoölogy and Entomology . . . . .	1,766.66
Professor of Economic Entomology and Entomologist to Experiment Station . . . . .	1,833.28
Professor of English . . . . .	1,766.66
Professor of Forestry . . . . .	1,916.60
Associate Professor of Animal Husbandry and Animal Husbandman to Experiment Station . . . . .	1,666.60
Associate Professor of Inorganic Chemistry . . . . .	2,000.00
Associate Professor of Mathematics . . . . .	1,566.62
Librarian and Secretary of the Faculty . . . . .	983.30
Associate Professor of Animal Husbandry and Assistant Animal Husbandman to Experiment Station . . . . .	1,466.66
Associate Professor of Economics . . . . .	1,166.60
Assistant Professor of Pomology and Assistant Horticulturist to Experiment Station . . . . .	1,500.00
Assistant Professor of Mechanical Engineering . . . . .	1,000.00
Assistant Professor of Physical Chemistry . . . . .	1,250.00
Assistant Professor of Agronomy and Assistant in Agronomy to Experiment Station . . . . .	1,142.99
Instructor in Drawing . . . . .	983.30
Instructor in Agronomy, College Farmer and Vice-Director of Experiment Station . . . . .	2,000.00
Instructor in Woodworking . . . . .	800.00
Instructor in French . . . . .	240.00
Instructor in Machine Work and Forging . . . . .	1,066.60
Instructor in Olericulture and Assistant in Olericulture to Experiment Station . . . . .	1,366.60
Instructor in Electrical Engineering . . . . .	983.30
Instructor in Chemistry . . . . .	1,083.26
Instructor in Botany and Assistant Botanist to Experiment Station . . . . .	1,366.60
Instructor in Floriculture and Landscape Gardening and Assistant in Floriculture to Experiment Station . . . . .	1,283.30
Instructor in Modern Languages . . . . .	833.30
Assistant Chemist of Experiment Station . . . . .	1,200.00
Assistant in Dairying . . . . .	660.00
Assistant in Zoölogy and Assistant Entomologist to Experiment Station . . . . .	883.32
Assistant in Shop Work, Engineer and Curator of Buildings	1,166.66
Assistant in Botany . . . . .	333.30
Assistant in Chemistry . . . . .	700.00
Assistant in Mathematics . . . . .	1,000.00

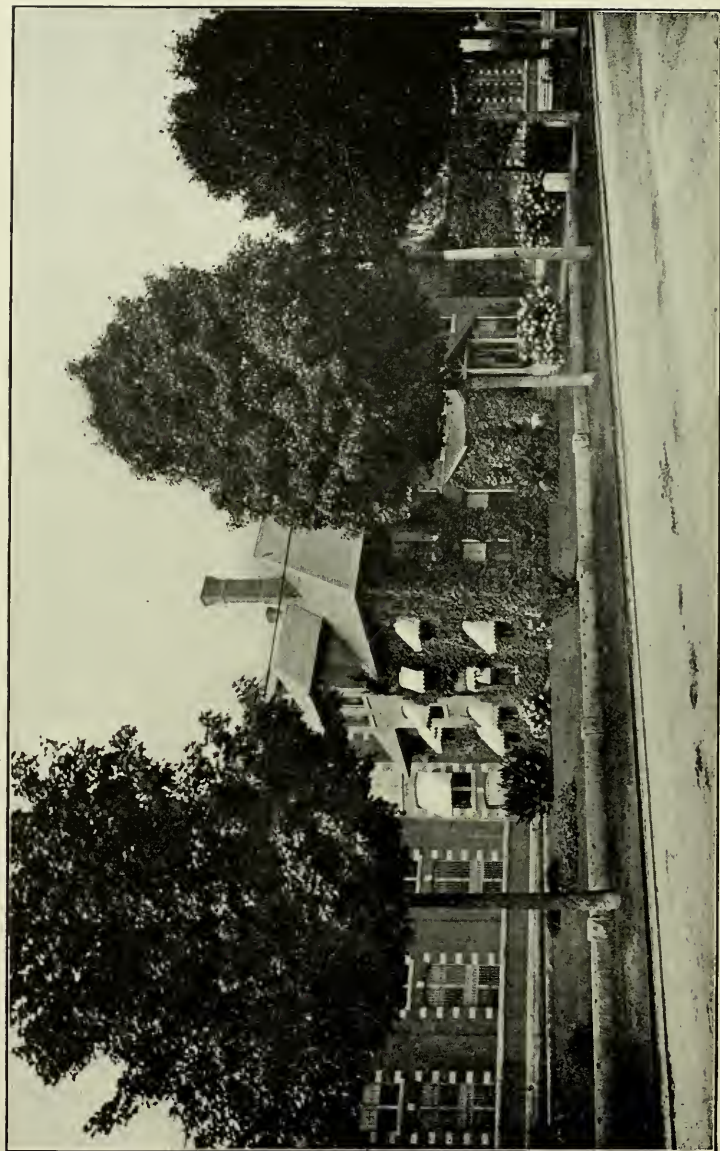












NEW HAMPSHIRE STATE PRISON

Report of the Officers

OF THE

New Hampshire State Prison

TO THE

Governor and Council

FOR THE

Two Years Ending Aug. 31, 1912.

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VOL. 1—PART XIV.

PRINTED BY W. B. RANNEY, PENACOOK

## OFFICERS OF THE PRISON

August 31, 1912.

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### PRISON COMMITTEE OF THE GOVERNOR'S COUNCIL

HON. JOHN M. GILE, Chairman,.....Hanover  
HON. GEORGE H. TURNER,.....Bethlehem  
HON. THOMAS ENTWISTLE,.....Portsmouth

HENRY K. W. SCOTT,.....Warden  
FRANK A. BAILEY,.....Deputy Warden  
CHARLES H. COOK, Jr.,.....Physician  
REV. WHITMAN S. BASSETT,

Chaplain and Parole Officer

EDWARD J. SULLIVAN,.....Steward  
JOSEPH MARTIN,.....Shop Officer  
FRANK DAY,.....Shop Officer  
MARTIN A. HADLEY,.....Shop Officer  
MATHEW J. PERRY,.....Shop Officer  
FRED D. HENDERSON,.....Shop Officer  
WILLIAM J. MULLIGAN,.....Shop Officer  
BERT W. HUCKINS,.....Shop Officer  
RALPH A. HALL,.....Hall Officer  
HAROLD D. MERRILL,.....Guard  
GEORGE H. FOLLETTE,.....Guard  
ATHOL G. HOIT,.....Guard

GEORGE W. DONAHUE,	Guard
HAROLD W. POTTER,	Guard
G. DANA TAYLOR,	Guard
DAVID L. HOBBS,	Guard
CHARLES A. DURGIN,	Engineer
NATT WIGGIN,	Night Watchman
ETHAN N. SPENCER,	Night Watchman
FRANK A. BLANCHARD,	Messenger
KATE A. WEBBER,	Matron
HARRY B. HALL,	Organist

## REPORT OF PRISON COMMITTEE

TO

GOVERNOR and COUNCIL.

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Your committee has endeavored during the period of its incumbency to keep you closely in touch with affairs at the prison that should receive executive notice. We have, therefore, no action of importance to call to your attention of which you have not already been apprised.

It gives us pleasure to speak in the highest terms of the efficiency of the warden, both as a business administrator and a humanitarian, with a clear appreciation of modern methods in dealing with the criminal. The regard in which he is held by social workers in criminology is shown by the fact that he is president of the National Warden Association and a member of the executive committee of the American Prison Association.

The financial report of the prison for the two year period just passed is a most satisfactory one showing a substantial net surplus of earnings to be turned into the State Treasury over and above the legislative appropriation.

The near approach of the expiration of the present contract for the employment of the prisoners has made it necessary to enter upon a new contract. After a careful consideration of the conditions, character of employment, and remuneration received in the prisons throughout the country a new contract has been arranged with



the Granite State Manufacturing Company, the same corporation operating under the present contract.

Under the new contract, with the present number of prisoners, the net income of the state will be increased about \$10,000 per annum, and it provides in addition for an increase to the shoproom space, which has become necessary on account of the increased number of prisoners.

We wish briefly to speak of the matter of the prison labor contract as it applies to our State. Every one will admit the necessity of providing some form of occupation for the prisoner. That this occupation should be productive is the simplest economic axiom. The State must continue to employ its prisoners in manufacturing industry or buy large land areas and become practically a pioneer in attempting to handle large numbers of major criminals successfully and safely in the open. We assume that no New Hampshire legislature would care to embark the State upon such an undertaking. We are then evidently confined to some manufacturing industry. The labor interests that oppose the sale of prison made goods suggest that prisoners be employed simply in the manufacture of such articles as may be used in the various state institutions. This may work out advantageously in a state having many and large institutions, but in New Hampshire, with her few and relatively small institutions we could furnish but a fraction of the work that would be required for the greatest physical and mental advantage to our state prisoners, to say nothing of the state's best financial interest.

The labor argument evidently fails to take into account the fact that when prisoners manufacture for the state institutions, those institutions are withdrawn as purchasers in the open market and free labor is thereby injured just as when articles are manufactured for the purpose of sale, provided the prisoners are as constantly

and economically employed. In other words, an equal amount of prison labor has in either case been thrown upon the market. The work done under this contract consists of the manufacture of chairs. It is definitely a man's occupation and one that does not compete in the labor market with women. It is an occupation in which as far as your committee can ascertain less than 1 per cent. of the total output for the country is the result of prison labor. It also furnishes a market for raw material of the state in the shape of lumber.

The humanitarian question connected with the contract system for prisoners all depends on the nature of the contract and the manner of its execution. Under our contract there is no task system, the contractor has no power of discipline, the prisoners while in the shops being constantly under the oversight and control of the regular prison guards. The officers of the company merely instruct and direct them as they would in a free shop. Fifty-two hours constitute a week's labor. In view of these facts and conditions your committee believes this to be the best method for the employment of its prison labor, both for the prisoner and for the state. We have previously referred to an increased number of prisoners, this is not due to an increase of commitments in the state but to taking more Naval prisoners from the Federal government. Assuming charge of enough of these cases to utilize a normal capacity of the prison is a financial advantage to the state and a convenience to the Government.

The most important change in the management of prisoners during our term of service is the introduction of a grade system, for the details of which we refer you to the warden's report.

In our recommendations for future improvement there is one that would demand legislative action, to which we wish to call attention. This relates to insane crim-

inals. Under the present conditions they are transferred to the State Hospital as there is now no proper place for their care at the prison. Neither is the State Hospital a suitable place for their detention, as it is in no sense intended as a prison. The escape of these cases from the hospital has been, and of necessity will be, not infrequent, in several cases these escapes have been immediate and serious menace to the safety of the public. We therefore recommend that the next legislature provide a suitable building at the prison for this class of cases. There should also be provision for segregating the occasional cases of tuberculosis that arise in, or are committed to the prison, since their occupancy of the common cell and proximity to other prisoners favor the spread of the disease. The addition of another story to the small and almost unused west wing would accommodate these two classes of cases at a relatively small expense.

Under the new contract for labor the prisoners will be released from shop work at three o'clock on Saturday afternoon. We strongly recommend to the prison committee of the next council that they take immediate steps to organize a system of outdoor recreation for the men on these half-holiday afternoons.

As has been suggested the income from prison labor will after July 1913 be considerably in excess of cost of maintenance. It would be in keeping with modern views of prison management and discipline to have a small per cent. of each man's wages set aside to be given him on his release, with the understanding that it applied only to those who by their conduct maintained standing in the first grade during their confinement. This would be an incentive to good behavior during the term of imprisonment and a great aid, to those who wish to become good citizens, in the first hard weeks following

their discharge. We would recommend that the next legislature take this matter under consideration.

Respectfully submitted,

JOHN M. GILE, Chairman,  
GEORGE H. TURNER,  
THOMAS ENTWISTLE,

*Prison Committee.*

## REPORT OF THE WARDEN.

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### *The Governor and Council:*

In compliance with the law, I have the honor to submit the biennial report of this prison for the two years ending August 31, 1912:

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### FINANCIAL

#### Receipts and Expenditures

FROM

September 1, 1910 to August 31, 1912.

	Year Ending Aug. 31, 1911	Year Ending Aug. 31, 1912
Warden's Salary:		
Appropriation:	\$ 2,000.00	\$ 2,000.00
Henry K. W. Scott, Warden,	2,000.00	2,000.00
Chaplain's Salary:		
Appropriation:	\$ 1,000.00	\$ 1,000.00
Rev. Claudius Bryne,	1,000.00	583.33
Rev. Whitman S. Bassett, Chaplain,		416.67
Physician's Salary:		
Appropriation:	\$ 500.00	\$ 500.00
Ralph E. Gallinger, M. D.	432.77	
Chauncy Adams, M. D.	9.46	
Charles H. Cook, Jr. M. D.	57.77	125.00
Russell Wilkins, M. D.		375.00
Parole Officer's Salary:		
Appropriation:	\$ 200.00	\$ 200.00

## STATE PRISON REPORT

480

	Year Ending Aug. 31, 1911	Year Ending Aug. 31, 1912
Rev. Claudius Byrne,	200.00	116.67
Rev. Whitman S. Bassett,		83.33
Prison Library:		
Appropriation:	\$ 200.00	\$ 200.00
Expenditure,	196.31	188.89
Balance unexpended:	3.69	11.11
Printing Prison Report:		
Appropriation:	\$ 110.00	
Expenditures,	99.43	
Balance unexpended:	10.57	
Parole Officers (Necessary expenses):		
Appropriation:	None.	\$ 100.00
	(See Ch. 120, Laws 1909)	
Expenditures,	67.05	98.05
Balance unexpended:		1.95
Special Repairs:		
Appropriation:	\$ 1,500.00	\$ 1,000.00
Expenditures,	1,185.40	993.21
Balance unexpended:	314.60	6.79

## RUNNING EXPENSES:

## RECEIPTS.

Appropriation,	\$ 4,500.00	\$ 4,500.00
Convict labor,	16,942.21	24,910.19
Subsistence (board of officers, etc.,)	2,900.61	2,964.65
Incidentals,	46.13	449.47
Rent of officers' tenements,	336.00	336.00
Lands and grounds,	23.50	15.00
Water, fuel and light,	69.60	18.58
Maintenance of U. S. Prisoners,	1,750.80	10,425.00
Clothing,	1.50	
Furniture,		39.15

Gain in inventory,		275.02
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Totals:	\$26,570.35	\$43,933.06
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## EXPENDITURES.

	Year Ending Aug. 31, 1911	Year Ending Aug. 31, 1912
Pay-roll,	\$12,840.70	\$14,205.37
Food (exclusive of products of the farm),	6,067.13	8,637.52
Clothing and clothing material,	1,139.31	1,478.89
Furnishings,	198.81	1,071.32
Heat, light and power ,	2,134.00	1,903.22
Repairs and improvements,	40.64	250.62
Miscellaneous,	2,258.28	3,059.94
Farm, stable and grounds,	376.71	531.05
Loss in inventory,	731.20	
Balance unexpended:	783.57	12,795.13
Totals:	\$26,570.35	\$43,933.06

Average number of prisoners,	150.72	217.93
Cost per capita per diem,	.4687	.3908

Summary of Receipts and Expenditures of the State Prison Department, from September 1, 1910 to August 31, 1912, showing cost per capita and the average number of prisoners confined during each year:

Appropriations (total),	\$10,010.00	\$ 9,500.00
Receipts from all sources,	22,070.35	39,433.06
Totals:	\$32,080.35	\$48,933.06

## Expenditures:

Salary of Warden,	\$ 2,000.00	\$ 2,000.00
Salary of Chaplain,	1,000.00	1,000.00
Salary of Physician,	500.00	500.00

	Year Ending Aug. 31, 1911	Year Ending Aug. 31, 1912
Salary of Parole Officer,	200.00	200.00
Prison Library,	196.31	188.89
Printing Prison Report,	99.43	
Parole Officer's expenses,	67.05	98.05
Special Repairs,	1,185.40	993.21
Running Expenses(maintenance),	25,055.58	31,137.93
Loss of inventory,	731.20	
Totals:	\$31,034.97	\$36,118.08

Excess of receipts (including appropriations), above expenditures,	1,045.38	12,814.98
	\$32,080.35	\$48,933.06

Average number of prisoners,	150.72	217.93
Cost per capita per diem,	.5642	.4516
Cost per capita per year,	\$ 205.93	\$ 165.29

## ASSETS.

Provisions, etc., on hand as per inventory,	\$ 6,748.35	\$ 7,023.37
Due from contractors for labor of convicts for the month of Aug.	1,842.23	2,350.74
Due from United States for maintenance of U. S. Prisoners,		24.80
Totals:	\$ 8,590.58	\$ 9,398.91

Of the \$10,010.00 legislative appropriation for the year ending August 31, 1911, there was drawn \$8,233.42, leaving a balance of \$1,776.58. For the year ending August 31, 1912, \$9,500.00 was appropriated, and \$4,980.15 was drawn, leaving a balance of \$4,517.85. Unexpended



balances are shown in all appropriations except in the salaries of the Warden, Chaplain, Physician and Parole Officer, which were all paid out and in the running expense account for 1911, the latter appropriation of \$4,500.00 being drawn upon to the amount of \$2,985.33. The earnings of the prison for the year ending August 31, 1912, have been sufficient to pay all expenses of the department and leave a balance, including appropriations (of which only \$4,980.15 was drawn) of \$12,814.98.

The increase of expenses during the last year over that of the previous year is accounted for largely by the increase in population from an average of 150.72 in 1911, to 217.93 in 1912. This increase in population is almost wholly made up of United States Naval General Court-martial prisoners, the number of state prisoners showing an increase of only five over the number in confinement August 31, 1911. To accommodate the added number of prisoners, between fifty and sixty cells had to be entirely furnished and equipped with electric lights, clothing bought for the men, changes made in the arrangements of the kitchen, utensils and furnishings added, and additional officers appointed to guard the men in the shops. The general high cost of supplies has had its part in raising the total expense account though the greater number of prisoners had resulted in reducing the cost per capita over the previous year.

Early in 1911 an inter-communicating telephone system was installed, bringing the superior officers into direct communication with all parts of the prison and the shop officers with the guard room—a decided improvement over the old plan.

A worn-out portion of the board walk in the prison yard has been replaced with concrete, which work will doubtless have to be extended next year, and considerable work will have to be done on the gravel roof of the old main factory building before very long, for which

money has already been appropriated. The balance of the prison property appears to be in good order.

The prison library which had its place in a room over the main entrance to the prison has been moved to the third floor of the center building in what is now used as a school-room. This room was formerly designated as the prison hospital but was hardly suitable and seldom used as such, the connecting room being more commonly used, as now. By this arrangement we have a splendid school-room and library combined, easily accessible to the main cell-house.

I wish to call especial attention to our express need of better hospital accommodation, of a ward where men suffering with communicable diseases may be segregated, particularly those afflicted with tuberculosis which presents itself at times, of a separate ward where we may confine men suffering from insanity, who, because of their violent condition cannot be kept in the common cell-house with other prisoners, and also a few cells separated from the others where men may be confined while under punishment for misconduct, to replace the dark cells formerly used for that purpose but which were discarded some three years ago, and now unused.

By adding two stories to the west wing so called, sufficient room could be made to provide the prison with all these needed improvements. Our sick could then be much better cared for, dangerous insane criminals confined with greater safety against escape than at the State Hospital where almost no practical provision has been made for the safe-keeping of men of the class that at times are sent to them from this prison and generally such an addition would meet the demand of the times. I would respectfully recommend that the next legislature provide funds for the carrying out of these suggestions, or along these lines at least, at the earliest possible day.

During the period covered by this report several

changes have been made in the methods of administration previously in vogue in this prison, all tending to improve general prison conditions. In this connection special mention should be made of the adoption of a system of grading prisoners that was put into effect May 1, 1911, a copy of which rule is printed elsewhere. This so-called merit system is working out splendidly in its results, raising the standard of good behavior beyond our expectations. Recently, in conjunction with the grading system, we have introduced a plan whereby first grade prisoners having funds on deposit in the prison and who have a perfect conduct record, may purchase for themselves, through the warden, certain articles for their use, such as toilet articles and furnishings, also certain luxuries including fruit. This added privilege seems to be much appreciated and is proving of great value as a regulator of good discipline.

A few months ago an orchestra composed of inmates was organized and is doing creditable work under the direction of the organist, Mr. Harry B. Hall. It furnishes music at chapel service, gives concerts Sunday afternoons, and once or twice each week after the men are locked in their cells. The good effect derived from music in other prisons is too well known to say it will not succeed with us. It is greatly enjoyed both by the prisoners and the officers who are required to remain on duty, and we believe will exert a good influence upon every one connected with the institution. All in all, I may say that at no period of my wardenship of nearly seven years, have the prisoners been confined under more favorable conditions, both with respect to the prisoner himself and the state as well, than at this time. For this no one man can claim credit. The Deputy-warden, Chaplain, Physician, and all other officers, by their zeal, loyalty and close application to duty did their part in making it possible for us to do the work that has been

done here, and to them my earnest thanks are extended. Our thanks are gratefully extended to the Rev. Father Pendergast for the help he has been to the men of Catholic faith through the religious services held, and among the sick he has visited, also for the help he has been to me personally through his good influence with the prisoners.

To the ministers and all others who have spoken in our chapel, the musicians and singers of the city who have given their services at chapel entertainments, our thanks are due, and to you, gentlemen, I desire to express my high appreciation for your confidence, advice, and personal kindness.

Respectfully,

HENRY K. W. SCOTT,

*Warden.*

## TABULATED STATISTICS.

TABLE 1.—RELATING TO CHANGES IN THE  
POPULATION OF THE PRISON FOR THE  
YEARS 1910-1911 AND 1911-1912.

GAIN AND LOSS IN POPULATION	Year ending Aug. 31, 1911	Year ending Aug. 31, 1912
<b>GAIN:</b>		
Number remaining in the prison, Sept. 1, 1910: 136		
Number received during the two years.....204	90	114
Total number to be accounted for.....340		
Loss during the two years.....109	48	61
Number remaining in the prison Aug. 31, 1912: 231		
<b>LOSS:</b>		
Discharged by commutation law.....2	1	1
Discharged by order Secretary of the Navy.....19		19
Discharged by expiration of maximum term.....2	1	1
Pardoned by Governor and Council.....3	1	2
Paroled by Governor and Council .....69	39	30
Transferred to N. H. State Hospital .....11	6	5
Died .....3		3
<hr/>		
Largest number in prison at any one time during year.....	178	234
Smallest number in prison at any one time during year.....	128	178
Average daily population.....	140.72+	217.93+
<hr/>		
Total number of prisoners admitted to the prison since its establishment in 1812, to August 31, 1912 .....		3907
Total number of persons paroled, discharged, pardoned, transferred to the New Hampshire State Hospital, died, etc., during same period.....		3676
Number remaining in the prison August 31, 1912.....		231

TABLE 2.—RELATING TO THE PRISONERS  
COMMITTED FOR THE TWO YEARS END-  
ING AUGUST 31 1912.

	Year ending Aug. 31, 1911	Year ending Aug. 31, 1912
Total number committed from September 1, 1910, to August 31, 1912, inclusive.....	204	204
AGES WHEN COMMITTED		
Under 20 years.....	10	21
Between 20 and 30 years.....	47	62
Between 30 and 40 years.....	22	18
Between 40 and 50 years.....	7	6
Between 50 and 60 years.....	3	6
Between 60 and 70 years.....	1	1
EDUCATION, HABITS AND RELIGIOUS TRAINING		
EDUCATION		
(a) Read and write.....	76	101
(b) Read and write imperfectly.....	4	5
(c) Illiterate.....	10	8
(d) Attended public school (ranging from 3 to 15 years).....	76	99
(e) Attended private schools.....	4	5
(f) Attended both private and public schools.....	1	4
(g) Attended neither.....	9	6
HABITS		
(a) Abstainers.....	23	25
(b) Moderate drinkers.....	11	8
(c) Occasionally intemperate.....	12	17
(d) Intemperate.....	44	64
(e) Users of tobacco.....	84	93
RELIGIOUS TRAINING		
(a) Protestant.....	39	62
(b) Catholic.....	50	52
(c) Claims none.....	1	.....
OCCUPATION AT TIME OF ARREST		
Common laborers.....	6	9
Butler.....	1	.....
Farmers.....	6	8
Teamsters.....	1	3
Barber.....	1	.....
Shoemakers.....	7	2
Carpenters.....	2	2
Painters.....	5	6
Chaffeur.....	1	.....
Cooks.....	1	2
Lumbermen.....	4	1
Machinists.....	1	1
Hotel Clerk.....	1	.....

TABLE 2.—RELATING TO THE PRISONERS  
COMMITTED FOR THE TWO YEARS END-  
ING AUGUST 31 1912—*Continued*

	Year ending Aug. 31, 1911	Year ending Aug. 31, 1912
Book-keeper .....	1	.....
Pedlar .....	1	.....
Nurse .....	2	.....
Hostlers .....	2	1
Spinner .....	.....	1
Tailor .....	1	.....
Mill operatives .....	2	.....
Electrical engineer .....	1	.....
Corporal, U. S. M. C. ....	1	.....
Master-at-Arms, U. S. Navy .....	2	.....
Coxswain .....	1	.....
Sail maker .....	1	.....
Brass polisher .....	1	.....
Card stuffer .....	1	.....
Chair maker .....	1	.....
Water tender, U. S. Navy .....	1	1
Coal passer, U. S. Navy .....	7	3
Chief Boatwain's Mate, U. S. Navy .....	.....	1
Steward, U. S. Navy .....	1	1
Mess. attendants, U. S. Navy .....	2	5
Drug clerk .....	.....	1
Plumbers .....	.....	1
Harness maker .....	1	.....
Box maker .....	.....	1
Blacksmith .....	1	1
Firemen .....	5	6
Bugler, U. S. Navy.....	.....	2
Yeoman .....	.....	2
Weavers .....	2	3
Waiters .....	1	1
Ordinary seamen, U. S. Navy.....	11	30
Private, U. S. M. C. ....	2	11
Music teacher .....	.....	1
Drummer, U. S. M. C. ....	.....	1
Clerk, U. S. M. C. ....	.....	2
Shipwright, U. S. Navy.....	.....	1
Musician, U. S. Navy.....	.....	2
Sergeant, U. S. Navy.....	.....	1
Electrician .....	1	.....
SOCIAL RELATIONS		
(a) Married .....	25	24
(b) Single .....	64	85
(c) Widowed .....	1	3
(d) Divorced .....	.....	2
PHYSICAL CONDITION WHEN ADMITTED		
(a) Excellent .....	30	17
(b) Good .....	46	75
(c) Fair .....	9	15
(d) Poor .....	5	7

TABLE 2.—RELATING TO THE PRISONERS  
COMMITTED FOR THE TWO YEARS END-  
ING AUGUST 31 1912—*Continued*

	Year ending Aug. 31, 1911	Year ending Aug. 31, 1912
NATIVES OF THE FOLLOWING COUNTRIES		
Unites States .....	64	91
England .....	.....	2
Canada .....	12	9
Italy .....	2	2
Ireland .....	3	3
Sweden .....	.....	2
Greece .....	1	1
Germany .....	1	.....
France .....	.....	1
Spain .....	.....	1
New Foundland.....	.....	1
Russia .....	1	1
Phillipine Islands .....	1	.....
Finland .....	1	.....
Syria .....	1	.....
Austria .....	1	.....
Prussia .....	1	.....
Unknown .....	1	.....



TABLE 3.—RELATING TO SENTENCES IMPOSED, CRIMES COMMITTED AND COUNTIES RECEIVED FROM

Maximum			Minimum			Year ending Aug. 31, 1911	Year ending Aug. 31, 1912
Years	Months	Days	Years	Months	Days		
Life	.....	.....	Life	.....	.....	1	1
22	.....	.....	20	.....	.....	1	1
17	.....	.....	.....	.....	.....	1	.....
16	6	9	.....	.....	.....	1	.....
15	.....	.....	12	.....	.....	.....	1
15	.....	.....	10	.....	.....	2	1
14	11	.....	.....	.....	.....	1	.....
14	6	.....	.....	.....	.....	1	.....
13	.....	.....	.....	.....	.....	1	.....
12	.....	.....	10	.....	.....	.....	1
11	.....	.....	.....	.....	.....	2	1
10	.....	.....	9	.....	.....	.....	1
10	.....	.....	8	.....	.....	.....	2
10	.....	.....	.....	.....	.....	8	2
10	.....	.....	6	.....	.....	.....	1
10	.....	.....	5	.....	.....	2	.....
9	5	17	.....	.....	.....	1	.....
8	.....	21	.....	.....	.....	1	.....
8	.....	.....	5	.....	.....	1	1
8	.....	.....	4	.....	.....	1	.....
7	6	.....	.....	.....	.....	1	.....
7	3	24	.....	.....	.....	1	.....
7	.....	.....	.....	.....	.....	1	3
7	.....	.....	5	.....	.....	3	.....
6	.....	.....	5	.....	.....	1	1
6	.....	.....	4	.....	.....	.....	1
6	.....	.....	.....	.....	.....	.....	1
5	6	.....	.....	.....	.....	1	.....
5	.....	.....	4	.....	.....	2	2
5	.....	.....	.....	.....	.....	5	13
5	.....	.....	3	.....	.....	5	4
5	.....	.....	2	6	.....	1	.....
4	9	4	.....	.....	.....	.....	1
4	6	.....	.....	.....	.....	.....	.....
4	.....	.....	3	.....	.....	.....	3
4	.....	.....	.....	.....	.....	.....	.....
4	.....	.....	2	.....	.....	8	1
3	6	.....	3	.....	.....	.....	2
3	6	.....	2	3	.....	1	.....
3	.....	.....	.....	.....	.....	.....	9
3	.....	.....	2	.....	.....	6	3
3	.....	.....	1	6	.....	1	.....
3	.....	.....	1	.....	1	2	1
2	6	.....	2	.....	.....	.....	1
2	6	.....	.....	.....	.....	1	2
2	6	.....	1	6	.....	1	.....
2	6	.....	1	1	.....	1	.....
2	.....	.....	.....	.....	.....	10	20
2	.....	.....	1	6	.....	1	3
2	.....	.....	1	.....	1	4	5
1	9	.....	.....	.....	.....	.....	1
1	.....	.....	1	6	.....	.....	1
1	6	.....	.....	.....	.....	1	.....
1	6	.....	1	3	.....	.....	2
1	6	.....	1	1	.....	3	1
1	6	.....	1	.....	1	3	3
1	6	.....	1	.....	.....	1	.....
1	.....	1	1	.....	1	.....	1
1	.....	.....	.....	.....	.....	.....	7
.....	3	.....	.....	.....	.....	1	.....
.....	.....	.....	.....	.....	.....	.....	1

Returned to prison from the New Hampshire State  
Hospital by order of Governor and Council.....

## NATURE OF CRIMES COMMITTED

TABLE 3—Continued

	Year ending Aug. 31, 1911	Year ending Aug. 31, 1912
Adultery .....	2	1
Assaulting an officer.....	1	.....
Assault with intent to commit rape.....	2	3
Assault with intent to kill.....	1	3
Attempt to kill by poison.....	.....	1
Arson .....	2	2
Burglary		
(a) Breaking and entering in the night time and stealing .....	11	13
(b) Breaking and entering in the day time and stealing .....	5	1
Breaking and entering U. S. Post Office with intent to steal .....	.....	1
Embezzlement .....	.....	1
Forgery .....	1	1
Horse stealing .....	5	3
Incest .....	1	.....
Larceny .....	8	7
Larceny from the person .....	4	.....
Manslaughter in the first degree .....	1	.....
Manslaughter in the second degree .....	1	1
Murder in the first degree .....	.....	1
Murder in the second degree .....	.....	1
Rape .....	2	1
Robbery .....	1	1
"Unnatural and lascivious act" .....	.....	1
Violation of parole .....	3	3
Crimes for which naval prisoners were committed		
Rape .....	.....	1
Theft .....	3	18
Sodomy .....	12	5
Forgery .....	.....	6
Scandalous conduct .....	15	24
Assaulting with a deadly weapon .....	1	2
Attempting to commit sodomy .....	.....	2
Assault with intent to kill .....	.....	2
Misappropriating property of the United States .....	.....	3
Assaulting a superior officer .....	.....	1
Assaulting a sentinel .....	2	.....
Robbery .....	.....	3
Manslaughter .....	1	.....
Murder .....	1	.....
Knowing of an intended mutiny and not com- municating the knowledge to superior officer....	4	.....
Returned to prison from the New Hampshire State Hospital by order of the Governor and Council.....	.....	1

COUNTIES COMMITTED FROM  
TABLE 3—*Continued*

	Year ending Aug. 31, 1911	Year ending Aug. 31, 1911
Rockingham .....	9	12
Strafford .....	2	2
Belknap .....	3	5
Carroll .....	6	1
Merrimack .....	2	2
Hillsborough .....	18	12
Cheshire .....	5	.....
Grafton .....	4	1
Coos .....	2	4
United States District Court .....	.....	1
United States Navy (General court-martial) .....	39	67
Returned to prison from the New Hampshire State Hospital by order of the Governor and Council.....	.....	1

TABLE 6.—RELATING TO THE SEX AND COLOR  
OF THE POPULATION REMAINING IN THE  
PRISON AUGUST 31, 1912.

White Males, 218;	White Females, 2;	Black Males, 11;	Black Females, 0
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TABLE 4.—RELATING TO CONVICTS PARDONED, TRANSFERRED AND DIED FROM SEPTEMBER 1, 1910 TO AUGUST 31, 1912.

## PARDONED BY GOVERNOR AND COUNCIL

Register number	NAMES	Age when committed	Where born	What County convicted in	Crime	When committed	Sentence					
							Not more than		Not less than			
							Years	Months	Days	Years	Months	Days
3469	Plummer Bacon	22	N. H.	Coos	Manslaughter, 1st Deg.	Nov. 27, 1905	20	0	0	15	0	0
3731	Ernest Rouleau	24	Canada	Hillsboro	Burglary	Jan. 11, 1911	1	6	0	1	0	1
3670	George Streeter	45	N. H.	Cheshire	Forgery	Oct. 7, 1909	6	0	0	5	0	0

## TRANSFERRED TO THE NEW HAMPSHIRE STATE HOSPITAL

3480	Anasa Marotte	25	N. Y.	Hillsboro	Horse stealing	Jan. 9, 1906	7	0	0	4	0	0
3534	Fred Baron	36	Canada	Hillsboro	Arson	Jan. 11, 1907	10	0	0	6	0	0
						Returned to Prison from State Hospital						
3561	Cleofhas Vaffe	24	N. H.	Strafford	Burglary	Nov. 15, 1911	5	0	0	4	0	0
3558	Joseph Gouin	31	Canada	Rockingham	Murder 2d Degree	Oct. 2, 1907	30	0	0	20	0	0
3523	Eugene E. Weems	26	S. C.	Hillsboro	Assault with intent to kill	May 15, 1906	9	0	0	5	0	0
3646	Frank Bowden	21	Mass.	Rockingham	Larceny	Oct. 18, 1906	1	3	0	1	0	1
3703	Henry W. King	56	Mass.	Carroll	Murder 2d Degree	Apr. 29, 1909	30	0	0	20	0	0
3628	Daniel Ferrari	19	Canada	Coos	Assault with intent to murder	June 24, 1910	8	0	0	4	0	0
3581	Jeremiah Keney	36	N. H.	Hillsboro	Burglary	Jan. 12, 1909	10	0	0	4	0	0
3679	Arthur Tweed	19	Vt.	Hillsboro	Passing counterfeit coin	Jan. 11, 1908	5	0	0	2	0	0
3752	Redwood Haddad	22	Syria	Merrimack	Larceny	Nov. 2, 1909	1	6	0	1	0	1
						Apr. 14, 1911	1					

## STATE PRISON REPORT

## DIED

Register number	NAMES	Age when committed	Where born	What County convicted in	Crime	When committed	Sentence Not more than						Not less than		
							Years	Months	Days	Years	Months	Days	Years	Months	Days
3669	David L. Stevens	46	N. H.	Cheshire	Forgery	Oct. 7, 1909	6	0	0	0	5	0	0	0	0
3633	John Doe	24	Canada	Rockingham	Murder 2d Degree	May 15, 1906				Life					
3756	Joseph Kuyoski	21	Penn.	Rockingham	Larceny	May 2, 1911	1	6	0	0	1	0	1	0	1
3670	*George Streeter	45	N. H.	Cheshire	Forgery	Oct. 7, 1909	6	0	0	0	5	0	0	0	0

\* Pardonned by the Governor and Council but died before his friends could remove him.

RECIDIVISTS

TABLE 5.—RELATING TO PRISONERS COMMITTED DURING THE TWO YEAR  
PERIOD WHO HAVE SERVED PREVIOUS SENTENCES HERE

Register number	Age when last committed	Date of last sentence	Number of years sentenced for	County last convicted in	Nature of last Crime	Where born	Number of times committed	Previous New Hampshire Prison record numbers
3806	46	Oct. 12, 1911	1-3	Strafford	Burglary	Me.	3	2883
3814	47	Oct. 28, 1911	2 to 3	Rockingham	Larceny	Ireland	2	3588
3817	29	Oct. 28, 1911	4 to 5	Rockingham	Burglary	Canada	3	3512 3638

TABLE 6.—RELATING TO THE GAIN AND LOSS OF POPULATION OF THE PRISON EACH YEAR SINCE ITS ESTABLISHMENT IN 1812; ALSO SHOWING RATIO OF PRISONERS TO THE POPULATION OF THE STATE EACH DECADE FROM 1820.

YEAR	In prison at beginning of year	GAIN		Total in prison during year	LOSS										Total loss of population during the year	In the prison at the end of year	Population of New Hampshire	Ratio of prisoners to population
		State and United States prisoners	United States Military prisoners		Pardoned by Governor and Council	Sentence remitted by Gov. and Council	Paroled by Governor and Council	Discharged by order of Court	Discharged by commutation law	Dis. by expiration of maximum sentence	Dis. by order of Sec'y of U. S. Navy	Died	Executed	Transferred to State Hospital. (Insane)	Escaped			
1812	0	1		1												0	1	
1813	1	11		12												0	12	
1814	12	14		26					4							4	22	
1815	23	32		55					5							5	23	
1816	23	32		55					5								49	
1817	49	29		78					13			1			1	17	61	
1818	61	26		87					17							17	70	
1819	70	17		87					19			1			2	24	63	
1820	63	18		81					15			2				19	62	244022 1 to 3,936
1821	62	23		85					15							19	66	
1822	66	16		82					21			3				26	56	
1823	56	26		82					10			1				16	66	
1824	66	19		85					17			1				23	62	
1825	62	24		86					13			2			2	20	66	
1826	66	13		79					15			1				19	60	
1827	60	12		72					15			2				24	48	
1828	48	20		68					8							12	56	
1829	56	11		67					9			1				16	51	
1830	51	31		82					9							13	69	269328 1 to 3,903
1831	69	24		93					8							11	82	
1832	82	19		101					10			1				17	84	
1833	84	16		100					8							18	82	
1834	82	13		95					5							15	80	
1835	80	23		103					4						2	23	80	
1836	80	21		101					9			1				14	87	
1837	87	12		99					15							25	74	
1838	74	16		90					11			2				28	62	
1839	62	33		95					4			1				21	74	
1840	74	29		103					12			1				21	82	284574 1 to 3,470
1841	82	21		103					9			1				12	91	
1842	91	25		116					11			2				16	100	
1843	100	23		123					18			1				33	90	
1844	90	21		111					12			1				27	84	
1845	84	29		113					1			2				34	79	
1846	79	18		97					11					1		24	73	
1847	73	22		95					1			1				28	67	
1848	67	33		100					8						1	16	84	
1849	84	30		114					13			2			1	26	88	
1850	88	25		113					4			2			1	20	93	317976 1 to 3,419
1851	93	35		128					11			5				26	102	
1852	102	36		138					9			3				26	112	
1853	112	23		135					12			5				31	104	
1854	104	29		133					14			6			1	36	97	
1855	97	32		129					1			4				33	96	
1856	96	29		125					13			3				39	86	
1857	86	43		129					23							22	107	
1858	107	47		154					22			2			1	39	115	
1859	115	24		139					22					1		36	103	
1860	103	37		140					16			1		4		30	110	326073 1 to 2,964

## STATE PRISON REPORT

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TABLE 6.—Continued

YEAR	In prison at beginning of year	GAIN		Total in prison during year	LOSS										Total loss of population during the year	In the prison at the end of year	Population of New Hampshire	Ratio of prisoners to population
		State and United States prisoners	United States Military prisoners		Pardoned by Governor and Council	Sentence remitted by Gov. and Council	Paroled by Governor and Council	Discharged by order of Court	Discharged by commutation law	Dis. by expiration of maximum sentence	Dis. by order of Sec'y of U. S. Navy	Died	Executed	Transferred to State Hospital, (Insane)	Escaped			
1861	110	46	...	156	15	...	...	...	18	...	...	4	...	...	...	39	117	...
1862	117	25	...	142	8	...	...	...	20	...	...	3	...	...	...	31	111	...
1863	111	28	...	139	14	...	...	...	12	...	...	2	...	...	...	28	111	...
1864	111	8	...	119	13	...	...	...	19	...	...	1	...	1	...	24	85	...
1865	85	36	51	172	15	...	...	...	53	...	...	3	...	...	1	71	101	...
1866	101	58	2	161	19	...	...	...	16	...	...	3	...	...	2	40	121	...
1867	121	48	...	169	18	...	...	...	10	...	...	3	...	...	...	31	138	...
1868	138	44	...	182	23	...	...	...	25	...	...	5	...	...	...	53	129	...
1869	129	85	...	164	15	...	...	...	19	...	...	1	1	1	1	38	126	...
1870	126	31	...	157	17	...	...	...	34	...	...	1	...	1	...	53	104	318300 1 to 3,061
1871	104	29	...	133	10	...	...	...	31	...	...	4	...	1	...	46	87	...
1872	87	23	...	110	4	...	...	...	25	...	...	3	...	...	...	32	78	...
1873	78	41	...	119	5	...	1	17	14	...	...	8	...	...	...	31	88	...
1874	88	51	...	139	6	...	...	...	14	...	...	5	1	...	...	26	113	...
1875	113	62	...	175	8	...	...	...	30	...	...	3	...	...	...	41	134	...
1876	134	58	...	192	11	...	...	...	23	...	...	8	...	1	...	43	149	...
1877	149	84	...	233	13	...	...	...	29	...	...	10	1	...	...	53	180	...
1878	180	60	...	240	20	...	...	3	25	...	...	13	1	...	...	62	178	...
1879	178	50	...	228	18	...	...	...	54	...	...	4	2	1	...	79	149	...
1880	149	49	...	198	13	...	...	1	35	...	...	5	...	1	...	55	143	346991 1 to 2,426
1881	143	53	...	196	12	...	...	...	42	...	...	6	...	1	...	61	135	...
1882	135	28	...	163	5	...	...	...	32	...	...	4	...	1	...	42	121	...
1883	121	42	...	163	5	...	...	...	36	...	...	6	...	...	...	47	116	...
1884	116	57	...	173	5	...	...	...	30	...	...	3	...	...	...	38	135	...
1885	135	45	...	180	9	...	...	...	44	...	...	4	1	...	...	58	122	...
1886	122	55	...	177	5	...	...	...	52	...	...	1	...	...	...	58	119	...
1887	119	36	...	155	3	...	...	...	44	...	...	2	...	1	...	50	105	...
1888	105	49	...	154	7	...	...	1	32	...	...	1	...	1	...	42	112	...
1889	112	38	...	150	5	...	...	...	35	...	...	1	...	...	...	43	107	...
1890	107	46	...	153	7	...	...	...	35	...	...	1	1	...	...	44	109	376530 1 to 3,454
1891	109	60	...	169	5	...	...	...	34	...	...	3	...	3	...	45	124	...
1892	124	73	...	197	4	...	...	...	30	...	...	4	...	...	...	38	159	...
1893	159	65	...	224	4	...	...	...	42	...	...	2	1	1	...	50	174	...
1894	174	68	...	242	6	...	...	...	60	...	...	2	...	2	...	70	172	...
1895	172	82	...	255	7	...	...	...	62	...	...	...	...	...	...	69	186	...
1896	186	70	...	256	7	...	...	...	69	...	...	2	...	1	...	79	177	...
1897	177	70	...	247	7	...	...	...	67	...	...	1	...	...	...	75	172	...
1898	172	58	...	230	9	...	...	...	50	...	...	1	...	1	...	61	169	...
1899	169	44	...	213	7	...	...	...	56	...	...	3	...	1	...	67	146	...
1900	146	60	...	206	7	...	...	...	45	...	...	2	...	1	...	55	151	411588 1 to 2,726
1901	151	60	...	211	1	...	...	...	52	...	...	1	...	...	...	54	157	...
1902	157	56	...	213	2	...	...	...	38	...	...	7	...	2	...	58	155	...
1903	155	57	...	212	3	...	23	1	29	...	...	2	...	3	...	60	152	...
1904	152	78	...	230	4	...	34	...	10	...	...	1	...	1	...	50	180	...
1905	180	60	...	240	6	...	55	...	8	...	...	2	...	2	...	73	167	...
1906	167	57	...	224	9	...	44	...	5	...	...	2	...	4	...	64	160	...
1907	160	49	...	209	4	...	38	...	6	...	...	1	...	7	...	56	153	...
1908	153	39	...	192	6	...	43	...	2	...	...	...	...	6	...	57	135	...
1909	135	62	...	197	2	...	41	...	3	...	...	3	...	1	...	50	147	...
1910	147	21	...	168	1	...	28	...	...	...	...	1	...	2	...	32	136	430572 1 to 3,166
1911	136	90	...	226	1	...	39	...	1	1	...	...	...	6	...	48	178	...
1912	178	114	...	292	2	...	30	...	1	1	19	3	...	5	...	61	231	...

\* To August 31.



# NEW HAMPSHIRE STATE PRISON

CONCORD

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## GRADE RULES.

PRISONERS HOW GRADED.—SECTION 1. The Warden shall cause each prisoner committed to the New Hampshire State Prison to be classed in one of the three grades, to be known and designated as first, second and third grade; the first being the highest grade, the second the intermediate grade and the third the lowest grade.

All prisoners upon arrival at the prison shall be entered in the second grade. By strict compliance with the rules of the prison, and by being diligent in his work, he may earn nine credit marks each month.

Promotion from the second to the first grade shall be conditioned upon the earning of 25 out of the possible 27 credit marks within three consecutive months. The loss of more than two credit marks in any one month shall cause the prisoner offending to be reduced to the next lower grade.

Prisoners may forfeit credit marks and be reduced to a lower grade by the Warden, for any violation of the prison rules, or for habitual laziness, untidiness or negligence.

FIRST GRADE.—SECT. 2. First grade prisoners shall be entitled to the following privileges:

To write a letter once in two weeks.

Receive visits from relatives once in two weeks.

Receive such letters and periodicals as the Warden may approve.

Books from the prison library.

Such additional privileges as may seem proper to grant as a reward for meritorious conduct.

First grade prisoners when reduced to the second grade shall earn promotion to the first grade in the same manner as a prisoner newly committed to the prison.

SECOND GRADE.—Second grade prisoners may write one letter each month, receive visits from relatives once each month and have such letters and periodicals as the Warden may approve.

THIRD GRADE.—Third grade prisoners shall be deprived of the privilege of writing letters, except they relate to matters of the greatest importance, and then only by permission of the Warden. Visits from relatives shall be denied them except in cases of sickness, and they shall not be permitted to have books, periodicals or tobacco.

Prisoners reduced to the third grade, by maintaining a perfect conduct and industry record, for a period of thirty days, shall be promoted to the second grade. The loss of one mark, however, during said thirty days shall be sufficient cause to require the prisoner to serve an additional thirty days in this grade.

SPECIAL PROMOTION.—SECT. 3. The Warden may, for specially meritorious conduct, promote a prisoner from either the second or third grade without regard to previous record.

PAROLES CONDITIONED.—SECT. 4. Prisoners serving a maximum and minimum term of sentence will not be granted a parole unless it be shown by the records of the prison that he or she has been a member of the first grade for at least six consecutive months.

## CHAPLAIN'S REPORT.

---

*To His Excellency the Governor and the Honorable Council:*

GENTLEMEN:

On the first day of last April I began my duties as Chaplain, as I have been at work only five months my report cannot embrace much that was done during the preceeding months by my predecessor the Rev. Claudius Byrne.

### CHAPEL SERVICES.

Once a week on Sundays we all, officers and prisoners meet together to pray to and worship the one God and Father of us all.

It is important that this service should be made as helpful to all as we can make it and the same care should be given to the preparation of this service as is given to similar services on the outside.

The service should be orderly, dignified, devotional, helpful, and this I believe is generally true of our services. We never attain unto what we would like to be but there seems to be a general disposition to press on toward better things. During the past month our services have been greatly helped by an addition of an orchestra, at present consisting of five pieces and made up entirely of prisoners. Mention should be made of the services of the Rev. J. B. Wilson on Fast Day, of the Salvation Army Band, of Mr. Garland, Secretary of Maine Bible Society, Mr. Clark, Secretary R. R., Y. M. C. A., and especially of Father Pendergast.

### VISITATION

In addition to cell visiting which could be done only on Sundays and evenings, the chaplain now has permission to visit the prisoners at their work. This is a much

needed supplement to cell visitation as at their work one can meet them more as man meets man, because the prisoner feels that he is doing something and has more of that self respect which comes to all who have an active part in the world's work.

I believe that much good may come from these visits both to the chaplain and prisoners and I plan to give as much time to it as I can spare.

#### LIBRARY

Our library has been moved from its old quarters without the prison into the school room within the prison, so that library and school room are now together. During the summer this room has been beautifully painted throughout, new electric lights have been added and we now have a library and school room of which the State may justly be proud.

Books are distributed twice a week instead of once, each man not disciplined is allowed two books at a time, which makes four books a week to each man.

The average distribution is 470 books a week. About 90 per cent. use the library regularly.

We have in all 8460 books classified as follows:

History .....	188
Biography .....	147
Travel .....	64
Religious .....	244
Temperance .....	8
Fiction .....	2512
Magazines, bound .....	280
Miscellaneous .....	17

The advantage of maintaining and improving our library may be seen from the following statement from one of the prisoners. He said: "If it were not for my parents I could wish that my sentence were longer as there are many books in the library which I should like

to read but I shall not have time before I go out and besides while I am in here I am getting a better hold on myself." The importance of this statement is largely increased from the fact that the one who made it reads scarce any fiction.

While new books of fiction should be added from year to year to keep up the general interest, our special need is for modern books of history, biography and practical mechanics.

#### SCHOOL.

During the summer our school has not been in session. We plan to open it the second of September, continue it through the winter with vacation through the hot summer months.

We do this hoping to secure the same benefits which schools on the outside secure from a similar system.

There are quite a number of men of some promise who wish to perfect themselves along special lines, for these a reasonable number of technical books should be purchased, and for those who have the means, and for a very few who have not but are of exceptional promise I hope some plan may be devised so that they may be able to take a course in a correspondence school.

While it is true that men are sent here for punishment, we believe it is your desire that they shall be helped in all reasonable ways that they may leave us in better shape than when they came, not only on account of the advantage to the man himself but the community to which he must return.

It is with this idea in mind that I submit this my first report, believing that time and money judiciously expended in the effort to improve those men who come to us will result not only in their improvement but in added value to our State and Nation in improved and more efficient citizens.

In conclusion I wish to express my sincere appreciation for the invaluable assistance which I have received from the Warden and Deputy, for the kind treatment of all the officers and the welcome given me by the prisoners.

And may the blessings of Him who came to set at liberty the captive rest upon our Institution and all who in any way have assisted us.

Respectfully submitted,

WHITMAN S. BASSETT,

*Chaplain.*

## PHYSICIAN'S REPORT.

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*To His Excellency the Governor and the Honorable Council:*

GENTLEMEN:

The following report is submitted for the two years ending August 31, 1912.

The health of the prisoners has been good, a fact that I attribute largely to the sanitary condition of the prison in general. The cleanliness of the cells, of the bedding and clothing and the frequent bathing of the prisoners all contribute to their good health.

The shops are light and sunny and the ventilation is good. There have been few accidents to men working in the shops, due largely to the installation of safety devices on the more dangerous machines.

The most important medical problem in the prison to-day is the proper care and segregation of the tuberculosis of which at present we have four. None of these cases originated in the prison but I consider them a menace to their fellow prisoners and the officers when allowed to work in the shops and to occupy cells in the north wing. At present we segregate these cases as much as limited accommodations allow and keep them out in the yard when the weather permits. They, as well as other sick, have special diets.

All prisoners are now given a careful medical inspection on their arrival.

There have been four deaths in the institution during the two year period covered by this report as follows:

David Stevens.....Nephritis

Joseph Kyoski.....Tuberculosis

John Doe.....Suicide by hanging

George Streeter .....Tuberculosis

I wish to return my thanks to the officials of the prison for their courtesy and co-operation in my work.

Respectfully submitted,

RUSSELL WILKINS,  
*Acting Prison Physician.*



## PAROLE OFFICER'S REPORT.

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*To His Excellency the Governor and the Honorable Council:*  
GENTLEMEN:

On the 1st day of April 1912, I was appointed and began my duties as Parole Officer. Having been in office only five months my report includes five months of personal work, the remaining months of the two years I have gathered from my predecessor's report, the Rev. Claudius Byrne.

Numbers of men paroled since the law was enacted are as follows:

1906 .....	3
1907 .....	15
1908 .....	31
1909 .....	41
1910 .....	43
1911 .....	35
1912 (to September 1st).....	18

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Total .....	186
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Of this number paroles have expired as follows:

1909 .....	29
1910 .....	35
1911 .....	37
1912 (to September 1st).....	21

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Total .....	122
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Recommitted as follows:

1910 .....	2
1911 .....	4
1912 (to September 1st).....	2

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Total .....	8
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Number paroled .....	186
Number whose term has expired.....	122
Number who have died.....	1
Number re-committed.....	8

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Total ..... 131

Men on parole September 1st, 1912... 55

Number paroled since last report as follows:

1910 Sept. to Jan. 1, 1911.....	15
1911 Jan. to Jan. 1, 1912.....	34
1912 Jan. to Sept. 1, 1912.....	18

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Total ..... 67

Number whose parole has expired:

1910 Sept. to Jan.....	19
1911 Jan. to Jan.....	41
1912 Jan. to Sept.....	19

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Total ..... 79

Number re-committed:

1911 Jan. to Jan.....	4
1912 Jan. to Sept.....	2

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Total ..... 6

Number died:

1912 Jan. to Sept.....	1
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Number on parole September 1st, 1912, 55

Average number reporting during the past two years  
62½ per cent.

Number reporting at time of report 67 per cent.

While the present report is unsatisfactory, yet it is encouraging to note that there is a gain of 8 per cent., in the number who are keeping their parole, over the report two years ago, and it is to be hoped that we may be

able to bring our percentage for the coming two years up to the highest per cent. reached during the past two years, which was 72 per cent.

Respectfully submitted,

WHITMAN S. BASSETT,  
*Parole Officer.*













